SESSIONAL PAPERS

RELATING TO THE

CANADIAN PACIFIC RAILWAY

1882-83.

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA:
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1883.

RETURN

(27)

IN ANSWER to a resolution of the HOUSE OF COMMONS, dated 20th February, 1882;—Calling for information in relation to Correspondence with the Canadian Pacific Railway Company:—

1. On the selection of the route.
2. The progress of the work.
3. The selection or reservation of land.
4. The payment of moneys.
5. The laying out of branches.
6. The progress thereon.
7. The rate of tolls for passengers and freights.
8. The particulars required by the Consolidated Railway Act, and amendments thereto up to the end of the previous fiscal year.
9. Like particulars up to the latest practicable date before the presentation of the return.
10. Copies of all Orders in Council and of all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the Company.

Number One.

SYNOPSIS OF LETTERS ETC., RELATING TO THE SELECTION OF THE ROUTE.

From 30th March, 1882, *to 1st February,* 1883.

SUBJECTS:

1. Sault Ste. Marie Branch, Callander to Algoma Mills.
2. Central Section, re-location of line, between Red Fox and Moose Jaw Creeks.
3. Eastern Section, fixing Callander Station.
4. Central Section. location from Moose Jaw to Swift Current Creek.
5. " " Swift Current Creek to crossing of the South Saskatchewan.
6. " " through the Kicking Horse Pass.
7. Eastern Section, location from Prince Arthur's Landing to Current River.

SELECTION OF ROUTE.

No. 1.—SAULT STE. MARIE BRANCH, CALLANDER TO ALGOMA MILLS.

March 30-31, 1882.—From C. Drinkwater, No. 28,473, stating it had been decided to construct the Sault Ste. Marie Branch as a portion of the main line, and asking that the location between Callander Station and Algoma Mills be approved of.

April 3-4.—From C. Schrieber, No. 28,493, reports on the above location (No. 28,473) as being favorable.
April 8.—To Report to Council, No. 17,497, recommending location on Report No. 28,493.
April 17-19.—From Order Council, No. 28,625, approving of location as recommended in No. 17,497.
April 22.—To C. Drinkwater, No. 17,567, informing him of O. C. No. 28,625.

No. 2.—Central Section, Relocation bet. Red Fox Creek and Moose Jaw.

June 30, July 3.—From C. Drinkwater, No. 29,135, with plan of re-location west of Red Fox Creek towards Moose Jaw Creek, asks that it be approved of.
June 30, July 3.—C. Schreiber, No. 29,135, reports the re-location as asked for in No. 29,135 to be a great improvement.
June 30, July 3.—To Report Council, No. 17,886, recommending approval of re-location as above No. 29,135.
July 22-27.—From Order in Council No. 29,369, amending O. C. No. 27,597, December 14, 1881, and approving of re-location No. 17,886.
August 2.—To C. Schreiber, No. 18,070, informing him of O. C. No. 29,369.
August 2.—To C. Drinkwater, No. 18,071, informing him of O. C. No. 29,369.
August 3-5.—From C. Drinkwater, No. 29,422, acknowledging O. C. No. 29,369.

No 3.—Eastern Section, Fixing Callander Station.

August 26 to September 4, 1882.—From C. Drinkwater, No. 29,416, Company agrees to fix Callander Station at a point 120 miles west of Pembroke.
August 26 to September 4.—From D. McIntyre, No. 29,417, asking for approval of the above selection, No. 29,416,
August 26 to September 4.—From C. Schreiber, No. 29,418, reports no objection to selection asked for in No. 29,416, fixing Callander Station.
August 26 to September 4.—To Report of Council, No. 18,032, recommending the fixing of Callander Station as per No. 29,416.
August 26 to September 4.—From Order in Council No. 29,419, approving of R. C. No. 18,032.
August 14.—To C. Drinkwater, No. 18,118, informing him of O. C. No. 29,419.
August 14.—To C. Schreiber, No. 18,119, informing him of O. C. No. 29,419.
August 15-16.—From C. Drinkwater, No. 29,484, acknowledging No. 18,118.

No 4.—Central Section, Location from Moose Jaw Creek to Swift Current.

September 15-16, 1882.—From C. Drinkwater, No. 29,660, with plan of further location from Moose Jaw Creek to crossing of the South Saskatchewan.
September 27.—From F. J. Lynch, No. 29,703, reports on No. 29,660, above, recommends approval only from Moose Jaw Creek to Swift Current Creek, 113½ miles:—
September 28.—To Report of Council No. 18,320, recommending for approval location as per No. 29,703.
October 30 to November 4.—From Order in Council No: 29,753, authorizing location as in R. C. No. 18,320.

No. 5.—Central Section, Location from Swift Current Creek to Crossing of South Saskatchewan.

November 6-7, 1882.—From C. Drinkwater, No. 29,986, with plan of location of a portion of the line from Moose Jaw Creek to Swift Current Creek, and profile of the line from Moose Jaw Creek to the crossing of the Saskatchewan for approval.

November 20-30,—From W. B. Smellie, No. 30,192, with maps showing continuation of location of main line westwards from Swift Current Creek to crossing of the Saskatchewan.

November 30-25,—From C. Schreiber, No. 30,125, report of No. 29,986 from Swift Current Creek to crossing of the South Saskatchewan.

November 21.—To Report of Council, No. 18,571, for approval of location asked for in No. 29,986.

November 24-27.—From Order in Council, No. 30,129, approving of location as per R. C. No. 18,571.

November 28.—To C. Schreiber, No. 18.623, informing him of O. C. No. 30,129.

November 28.—To C. Drinkwater, No. 18,624, do do do

No. 6—Central Section Location, via., Kicking Horse Pass.

September 15-16.—From C. Drinkwater, No. 29,659, for approval of route through Kicking Horse Pass across Selkirk Range *via* Beaver Creek as per sketch enclosed.

No. 7.—Location Prince Arthur's Landing to Current River.

October 9, 1882.—From C. Drinkwater Nos. 30,565 and 2,328, forwarding plans and books of reference.

November 4.—C. Schreiber, Nos. 30,558 and 2,357, reporting his approval of location covered by plans sent in No. 2,328.

November 4.—To Report to Council, Nos. 18,516½ and 1,442, recommended application of Company No. 2,328 for approval.

November 6.—From Order in Council, 30,561 and 2,365, authorizing location recommended in No. 1,442.

Number Two.

SYNOPSIS OF CORRESPONDENCE RELATING TO PROGRESS OF WORK.

August 24, 1882.—To C. Drinkwater, No. 18,154 drawing attention to the fourth clause of contract *re* the two several portions of the line.

August 26-28.—From C. Drinkwater, No. 29,545 acknowledging; No. 18,154, says fullest information will be given on receipt of report from their engineers.

October 3.—To C. Drinkwater, No. 18,339 with Ministers order for opening the road for traffic between Brandon and Regina.

Number Three.

SYNOPSIS—CORRESPONDENCE RELATING TO THE SELECTION AND RESERVATION OF LAND.

Re-Squatters Prince Arthur's Landing on Government Reserve.

August 26-28, 1882.—From C. Drinkwater, No. 29,544, requesting that Mr. J. St. N. Caddy be instructed to take steps to recover certain land occupied by squatters at or near Prince Arthur's Landing.

August 31.—To C. Drinkwater, No. 18,210, acknowledging above, No. 29,544, and asking for more definite information as to position of the lands, &c.

September 26-28.—From C. Drinkwater, No. 29,708, replying to No. 18,210 (above). Land in question is plot of ground known as the Government Reserve on which are a number of buildings. Asks for immediate possession of reserve and wharf.

October 10.—To Minister of Justice, No. 18,376, referring to him for report thereon, No. 29,708 (above.)

October 17.—To Minister of Justice, No. 18,423, sending him copy of a telegram from W. B. Smellie asking for a favorable answer in above matter No. 18,376.

November 30-Dec. 2.—From Minister of Justice, No. 29,963, acknowledging Nos. 18,-376 and 18,428 above and asking for more information on the subject.

November 2-Dec. 2.—From C. Schreiber, No. 29,964, giving information asked for in No. 29,963. Works of construction between Prince Arthur's Landing and Red Rock define the point of junction of the contract and Lake Superior sections. The line between Fort William and the Landing is completed as to allow the running of trains.

November 3.—To Minister of Justice, No. 18,509, with copy of No. 29,964.

November 7-8.—From Minister of Justice, No. 29,991, acknowledging No. 18,509 *in re* his No. 29,963, says no authority in the Act for transfer to Company, but it is competent for the Minister to allow the use of the property on such terms as may seem proper to him.

November 11.—To Secretary of State, No. 18,527½, stating that on the 14th May, 1870, an Order in Council was passed directing that application be made to the Ontario Government for patent of certain public lands at Thunder Bay, as per plan attached on the 27th of same month the Department of Public Works forwarded the Order in Council to your Department. Please inform us what reply was received from the Ontario Government on the subject.

November 14-18.—From Secretary of State, No. 30,058, acknowledging No. 18,527½. On the 30th May, 1870, the Lieutenant-Governor was addressed a copy of the Order in Council of the 14th of the same month and year *re* Patent for Public Lands at Thunder Bay, together with a plan of the same, to which communication no reply was received.

January 8, 1883.—To Report Council, No. 18,777, recommending that the Canadian Pacific Railway Company be permitted to enjoy during pleasure all rights and privileges at present enjoyed by the Government in respect to the land with wharf attached at Prince Arthur's Landing, No. 29,991.

January 12-19.—From Order in Council No. 30,483, authorizing Company to enjoy during pleasure, Government wharf and property at Prince Arthur's Landing, Report Council No. 18,777.

LAND FOR CONSTRUCTION AND TERMINAL PURPOSES, PRINCE ARTHUR'S LANDING.

October 9, 1882.—From C. Drinkwater, No. 30,555-2,328, enclosing plans and books of reference of lands required for the construction of Canadian Pacific Railway from town of Prince Arthur's Landing, Thunder Bay, to Current River, and for terminal purposes.

October 26.—From C. Schreiber, Nos. 2,350-30,556, Report on 2,328, above, agrees that 200 feet in width is not more than is prudent in a country subject to heavy snowfalls, and the area for terminal purposes not more than required at such a port of shipment.

November 4.—Report to Council, No. 1,441, recommending that Company be allowed to expropriate an additional area of land over and above extent authorized by Consolidated Railway Act at Prince Arthur's Landing, for railway purposes.

November 18.—Report to Council, No. 1,459, further report on Co.'s application for power to expropriate extra quantity of land at Prince Arthur's Landing for track and terminal purposes, and defining to what extent it shall be exercised.

December 12.—From Order in Council, Nos. 30,562-2,415, authorizing recommendation contained in Report of Council No. 1,459.

LAND FOR CONSTUCTING EASTERN SECTION, CALLANDER, WESTWARDS.

October 16-27.—From C. Drinkwater, No. 29,918, with plans, profiles, and books of reference for the construction of the main line from Callander to the north-

east corner of Township 22, some 16 miles. Plans also show additional land required for sidings at the 20th, 42nd, and 53rd miles.

January 5, 1883.—To C. Drinkwater, No. 18,774, informing him that the Chief Engineer reports that it is not considered reasonable that an extent of land from Callander westwards to the north-east corner of Township 22 should be required for such purposes, and asking that plans be furnished showing the amount of land commonly taken for such way-stations (29,918).

January 24.—Report to Council No.18,838, and January 29, Order in Council No.30,595, recommend and authorizing Canadian Pacific Railway Company to expropriate such quantity of land at 20th, 42nd, and 53rd miles as may be provided in that clause of the Consolidated Railway Act dealing with station and siding accommodation.

Number Four.

SYNOPSIS OF CORRESPONDENCE RELATING TO PAYMENTS ON ACCOUNT OF SUBSIDY AND ADVANCE ON RAILS.

No. 1.—Payments on Subsidy and Advances on Rails.—Subsidy on 161½ miles.

December 2-5, 1881.—From Clerk Privy Council, No. 27,522, with letter from C.P.R. Company, asking subsidies on 108 miles from Portage la Prairie westward, which includes 88 miles on which subsidies have already been asked.

January 4-5, 1882.—From C. Drinkwater, No. 27,729, asking for cash subsidy of $535,000, and land of 668,750 acres on 53½ miles on central section from Winnipeg westerly towards Portage la Prairie. Total applied for to date—Cash, $1,615,000; land, 2,018,750 acres.

January 5.—To Report to Council, No. 17,102, for authority to pay the Company cash and land subsidies (less certain deductions) on 161½ miles of road west of Winnipeg, No. 27,744.

January 5-6.—From C. Schreiber, No. 27,744. Progress Estimate No. 1 on

$$\left.\begin{array}{l}27{,}522—108\\27{,}729—\ 53\tfrac{1}{2}\end{array}\right\}\text{miles}=161\tfrac{1}{2}\text{ miles.}$$

January 9-16.—From Order in Council, No. 27,816, authorising payment on R.C. No. 17,102, of cash $567,480.71, and land 4,610,000 acres.

No. 2.—Advance on Rails.

April 29, 1882.—From C. Drinkwater, No. 28,705, states Company has delivered $401,730.00 worth of rails &c., &c., at Flat Creek, and asks for an advance of 75 per cent. thereon as per clause 9, sub-section C of their contract.

May 8.—From C. Schreiber, No. 28,807, reports that Company have 5,000 tons of rails and fastenings in addition to those transferred under contract and recommends an advance of $187,500, 75 per cent. value.

May 8.—To Report Council, No. 17,651, recommending advance on rails, &c., at Flat Creek, as per No. 28,807.

May 8-10.—From Order Council, No. 28,813, authorising advance on rails, &c., west of Brandon $187,500.00, Report Council No. 17,651.

May 10-11.—From C. Drindwater, No. 28,849, referring to Order Council No. 28,813, which covers an advance of 75 per cent. on 5,000 tons at $50.00, considers they should be allowed 75 per cent. on 7,652 tons at $52.50.

May 16.—To C. Drinkwater, No. 17,703, in reference to No. 28,849.

May 17-25.—From C. Drinkwater, No. 28,940, acknowledging No. 17,703.

May 17.—To Report Council, No. 17,706, recommending that until otherwise directed the Minister or Acting-Minister be authorized to pay to the Canadian Pacific Railway Company, upon the certificate of their engineer, such sums as may become payable as subsidy under their contract No.28,849.

May 9-26.—From Order Council, No. 28,944, authorizing payments as per Report Council No. 17,706.
May 30.—To C. Schreiber, No. 17,778, with copy of Order in Council No. 28,944.

No. 4, Authority to allow payment of deduction of $500,000, as made in Order in Council No. 27,816 to standover for a time.

May 17-18, 1882.—From C. Drinkwater, No. 28,890, refers to his of January 4, 1882, No. 27,729, which applies for subsidies on 161½ miles on which an Order was passed, No. 27,816 by which $1,042,519.29, was deducted for cost of first 100 miles west of Winnipeg, asks that this sum be paid to them (*i. e.* payment thereof deferred).
May 22.—To Report Council, No 17,721, recommends that the sum of $500,000, part of deduction made in O. C., No. 27,816, be allowed to stand over, and in the meantime be refunded to the Company.
May 23-26.—From Order in Council, No. 28,946, authorizing the refund of $500,000, as per R. C. No. 17,721.
May 23.—To C. Schreiber, No. 17,868, with copy of O. C., No. 28,946.

No. 5.—Subsidy Progress Est. No. 2, Total Distance, 201 miles.

June 8-9.—From C. Schreiber, No. 29,038, Prog. Est. No. 2 to 8th June:

201 miles	$2,010,000 00
Less deductions	1,042,519 29
	$967,480 71

Less previous payments.
June 9.—To C. Drinkwater, No. 17,813, informing him of above estimate No. 29,038.
June 9.—To Minister of the Interior, No. 17,832, informing him of Progress Est. No. 29,038.
June 10.—To Auditor-General, No. 17,836, informing him that certificate has issued No. 29,038.

No. 6.—Subsidy Prog. Est. No. 3, 221 miles.

June 22-22.—From C. Schreiber, No. 29,094, Prog. Est. No. 3, to 17th June.

221 miles	$2,210,000 00
Less deductions	542,519 29
	$1,667,480 71

Less previous payments. Land, net amount. 2,210,000 acres.
June 22-22.—To C. Schreiber, No. 29,095, referring to No. 29,094, above, says, in addition to the rails laid in the track and those on which advances have been made, the Company have delivered 2,502 tons, on which no advance has been made.
June 23.—To C. Drinkwater, No. 17,862, informing him of Prog. Est. No. 29,094.
June 23.—To Min. Interior, No 17,863, " " "
June 23.—To. Aud. General, No. 17,864, " " "
June 24-26.—From C. Drinkwater, No. 29,100, acknowledging No. 17,862.

No. 7.—Advance on Rails.

June 28-30, 1882.—From C. Drinkwater, No. 29,124, requesting a further advance on Rails, etc., in stock imported since the date of the last advance.
June 24-26.—From C. Drinkwater, No. 29,104, applies for an advance on additional 5,000 tons of steel rails, at $50 per ton, 75 per cent. of which is $187,500.

No. 8.—Subsidy Prog. Est. No. 4, 241 miles.

July 12–14, 1882.—From C. Schreiber, No. 29,254, Prog. Est. No. 4, to July 10, 1882:
241 miles..... $2,410,000 00
Less deductions..... 542,519 29

$1,867,480 71

Less previous payments. Land net amount... 2,410,000 acres.
July 18.—To C. Drinkwater, No. 17,973, informing him of Prog. Est., No. 29,254.
July 18.—To Min. Interior, No. 17,974, " " "
July 18.—To Auditor General, No. 17,975, " " "
July 19–21.—From C. Drinkwater, No. 27,287, acknowledging No. 17,973.

No. 9.—Advance on Rails.

July 20–20, 1882.—From C. Drinkwater, No. 29,277, for a further advance on steel rails delivered.
July 20–20.—From C. Schreiber, No. 29,270, the Company is entitled to a further advance on 10,000 tons steel rails, at $50 = $300,000, 75 per cent. of which is $375,000.

No. 10.—Advance on Rails.

July 22–22, 1882.—From C. Schreiber, No. 29,303, recommends a further advance on 8,000 tons of steel rails, at $50, 75 per cent. of which is $300,000. Statement of rates appended.

No. 11.—Subsidy Prog. Est. No. 5, 261 miles.

July 26–27, 1882.—From C. Schreiber, No. 29,363, Prog. Est. No. 5, to July 26.
261 miles..... $2,610,000 00
Less deductions..... 617,519 29

$1,992,48[illegible] 71

Less previous payments. Land, net amount.. 2,610,000 acres.
Advance on 20 miles of rails $75,000
Less previous payments.
July 27.—To Minister of Interior, No. 18,039 informing him of Prog. Est. No. 29,363.
July 27.—To C. Drinkwater, No. 18,045 " " " "
July 27.—To Auditor General, No. 18,046 " " " "

No. 12.—Subsidy Prog. Est., No. 6, 281 miles.

July 31–31, 1882.—From C. Schreiber, No. 29,381, Prog. Est. No. 6, to 31st July;
281 miles..... $2,810,000 00
Less deductions..... 617,519 29

$2,192,480 71

Less previous payments; land subsidy net..... 2,810,000 acres.
August 2.—To C. Drinkwater, No. 18,075, informing him of Prog. Est. No. 29,381.
August 2.—To Minister of Interior, No. 13,076, informing him of Prog. Est. No. 29,381.
August 2.—To Auditor General, No. 18,077, informing him of Prog. Est. No. 29,381.

No. 13.—Advance on Rails.

August 1–2, 1882.—From C. Drinkwater, No. 29,388, for a further advance on rails.
August 2.—From C. Schreiber, No. 29,396, reports on No. 29,388 in favour of an advance on 14,000 tons, 75 per cent. of which is $52,500, also furnishes statement of rails delivered.

No. 14.—Subsidy Prog. Est., No. 7, 321 miles.

August 10-10, 1882.—From C. Schreiber, No. 29,447, Prog. Est. No. 7, to 5th August, 321 miles less deductions.....$2,498,730 71
Less previous payments; land..... 3,210,000 acres.
August 12.—To Minister of Interior, No. 18,109, informing him of No. 29,447.
August 12.—To Auditor General, No. 18,110, informing him of No. 29,447.
August 12.—To C. Drinkwater, No. 18,111, informing him of No. 29,447.
August 14-15.—From C. Drinkwater, No. 29,479, acknowledging No. 18,111.

No. 15.—Advance on Rails.

August 11-12, 1882.—From C. Drinkwater, No. 29,461, for further advance on rails.
August 14—To C. Drinkwater, No. 18,121, in reply to No. 29,461. There are only 155 tons rails now on hand.
August 15-15.—From C. Schreiber, No. 29,480, reports in favor of an advance of 75 per cent. on 1,350 tons rails, $50,625.00.

No. 16.—Subsidy, Prog. Est. No. 8, 341 miles.

August 22, 1882.—From C. Schreiber, No. 29,504, Prog. Est. No. 8, to 8th August: 341 miles nett..... $2,623,730 71
Less previous payments. Land net..... 3,410,000 acres.
August 22.—To Auditor-General, No. 18,142, informing him of Certificate No. 29,504.
August 22.—To Minister Interior, No. 18,143, " " "
August 22.—To C. Drinkwater, No. 18,144, " " "

No. 17.—Subsidy, Prog. Est. No. 9, 361 miles.

August 26, 1882.—From C. Schreiber, No. 29,542, Prog. Est. No. 9, to 22nd August: 361 miles net..... $2,812,480 71
Less payments, land ..... 3,610,000 acres.
August 29.—To Minister Interior, No. 18,189, informing him of Certificate No. 29,542.
August 29.—To C. Drinkwater, No. 18,190, " " "
August 29.—To Auditor-General, No. 18,191, " " "

No. 18.—Subsidy, Prog. Est. No. 10, 381 miles.

September 12-13, 1881.—From C. Schreiber, No. 29,634, Prog. Est. No. 10, to 9th September:
381 miles net..... $3,012,480 71
Less payment, land, net..... 3,810,000 acres.
September 13.—To Auditor-Gen., No. 18,262, informing him of Certificate No. 29,634.
September 13.—To Min. Interior, No. 18,263, " " "
September 13.—To C. Drinkwater, No. 18,264, " " "

No. 19.—Subsidy, Prog. Est. No. 11, 401 miles.

September 19-20, 1882.—From C. Schreiber, No. 29,673, Prog. Est. No. 11, to 19th September:
401 miles net..... $3,219,480 71
Less payments. land, net..... 4,010,000 acres.
September 20.—To C. Drinkwater, No. 18,291, informing him of Certificate No. 29,673.
September 20.—To Min. Interior, No. 18,292, " " "
September 20.—To Auditor-Gen., No. 18,293, " " "

No. 20.—Re-Postponement of Payment of Deduction.

September 18-23.—From C. Drinkwater, No. 29,688, in view of monetary stringency in the U.S., asks for postponement, for a time, of deductions on advances.

No. 21.— Confirming action under O. C., No. 28,944.

September 25, 1882.—To Rept. Council No. 18,300½, for approval of action on O. C. No. 28,944; re-payment subsidy.

September 26-27.—From Order Council No. 29,699, approving of subsidy to date on 401 miles, $4,010,000. From date, special orders to be made from time to time.

No. 22.—Subsidy Prog. Est., No. 12.—421 Miles

September 27-27.—From C. Schreiber, No. 29,707. Report and Prog. Est., No. 12 to 22 Sept., 421 miles, nett, $3,412,480.71; less payments, land, nett 4,210,000 acres.

September 28.—To Rept. Council No. 18,321, for authority to pay $200,000 for further 20 miles on certificate No. 29,707 above.

September 29-30.—From Order Council No. 29,743, authorizing payment on R. C. No. 18,321.

September 29.—To C. Drinkwater, No. 18,329, informing him of O. C. No. 29,743.

September 29.—Aud. General, No. 18,330, do. do. do.

September 29.—Min. Interior, No. 18,331, do. do. do.

No. 23.—Subsidy Prog., Est., No. 13.—441 Miles.

October 9-9.—From C. Schreiber, No. 29,794. Prog., Est. No. 13 to 30th Sept., 441 miles less deduction of previous payments, $3,556,230.71; land, gross less ⅕, 4,410,000 acres.

October 9.—To Rept. Council No. 18,364, on above Cert. No. 13 (recomd. payment)

October 12.—From Order Council No. 29,822, authorizing payt. on No. 18,364.

October 12.—To Aud. General No. 18,399, informing him of O. C. No. 29,822.

October 12.—To Min. Interior No. 18,400 do. do. do.

October 12.—To C. Drinkwater, No. 18,401 do. do. do.

No. 24—Subsidy Prog. Est. No. 14.—461 Miles.

October 12-13.—From C. Schreiber, No. 29,814, Prog. Est. No. 14 to 7th Oct., 461 miles, nett, $4,834,355.71; land, gross less ⅕, 4,610,000 acres.

October 13-14.—To Rept. Council No. 18,406, on above certificate No. 14, (29,814.)

October 14-16.—From Order Council No. 29,836, authorizing pay't on No. (18,406.)

October 14.—To Min. Interior No. 18,416, informing him of O. C., No. 29,836.

October 14.—To Aud. General 18,417, do do do

October 14.—To C. Drinkwater No. 18,418, do do do

October 16.—To Aud. General No. 18,421, informing him of clause in O. C., of 12th instant, (29,822) which shows C. P. R. Co., entitled to land subsidy of 250,000 acres.

October 19.—From C. Drinkwater, No. 29,857, ack. letter of 14th (18,418.)

No. 25.—Subsidy, Prog. Est. No. 15 481 miles.

October 17.—From C, Schreiber, No. 29,839, Prog. Est., No. 15, to 17th Oct. 481 miles west, $4,959,355.71 Land Gross less 1-5 4,810,000 acres.

October 17.—To Rept. Council No. 18,430, recom. pay., of subsidies on certif. No. 15 (28.839.)

October 19-20.—From Order Council, No. 29,872, authorizing pay't., on No. 18,430

October 17.—To Min. Interior, No. 18,429, informing him of O. C., No. 29,872.

October 19.—To Aud. General, No. 18,437 do do do

October 19.—To C. Drinkwater, No. 18,438, do do do

No. 26.—To Subsidy Eastern Section Prog. Est., No. 1. 20 miles.

October 23-24.—From C. Schreiber, No. 29,896, Prog. Est., No. 1 Eastern Division of work to 23rd Oct., 1882, 20 miles at 15.384.61 $307,692.20, land less ⅕ 158,845,60 acres.

October 25.—To Rept. Council, No. 18,475, for authority to pay on Cert. No. 1, No. 29,896.
October 26-26.—From Order Council, No. 29,916, authorizing above No. 18,475.
October 26.—To Aud. Gen'l., No. 18,479, informing him of O. C., No. 29,916.
October 25—To Min. Interior, No. 18,476, do do do
October 26.—C. Drinkwater, No. 18,481, do do do
October 22-28.—From C. Drinkwater, No. 29,926, acknowledging receipt No. 18,481.

No. 27.—Advance on Rails.

October 23-24.—From C. Drinkwater, No. 29,897, for further advances on rails.
October 25-26.—From C. Schreiber, No. 29,909, report statement on No. 29,897, Company entitled to net advance of $225,000.
Ocntober 26.—To Rept. Council No. 18,486, for authority to advance on rails as per No. 29,909, $225,000.
November 27.—From O. Council, No. 29,942, authorizing above, No. 18,486.
December 19 20.—From C. Schreiber No. 30,062, referring to O. C. No. 29,942, and reports the Company over-paid on 1,067 tons rails.

No. 28.—Subsidy Re Prog. Est. No. 16. covering 501 miles net.

October 31, 1882.—From C. Schreiber, No. 29,962, Prog. Est. No. 16 to 30 October, 501 miles net $5,083,355.71 land, gross, less ⅓, 5,010,000 acres.
October 31.—Report to Council, No 18,501, authority to pay on cert No. 16, $125,000 and land subsidy 200,000 acres.
November 3-4—From O. C., No. 29,974, authorizing payt. on R. C. No. 18,501.
November 3.—To Min. Interior, No. 18,503, informing him of O. C. No. 29,974.
November 3.—To Aud. Gen., No. 18,507. do do do
November 3.—To C. Drinkwater, No. 18,508, do do do

No. 29.—Subsidy Re Prog. Est. No. 17 to 8th November.

November 11-15, 1882.—From C Schrieber, No. 30,015. Prog. Est. No. 17 to 8 Nov. 521 miles net $5,209,355.71; land 200,000 acres, also statement of rails.
November 14.—To Rep. to C., No. 18,539½ recommends paymt. Cert. No. 17.
November 15.—From O. C., No. 30,044, authorising payment of Cert. No. 17, in report No. 18,539½.
December 14.—To Minister of Justice, No. 18,540, informing him of Order in Council No. 30,044.
December 14—To Auditor-General, No. 18,541, informing him of Order in Council No. 30,044.
December 14.—To C. Drinkwater, No. 18,542, infg. him of Order in Council No. 30,044.

No. 30—Advance on Rails.

December 11-13.—From C. Schreiber, No. 30,018, encloses a letter received from the Company, in which an advance is asked for on 5,000 steel rails stored at Hochelaga, says delivery does not appear to be in conformity with contract.
December 22-24.—From C. Drinkwater, No. 30,112, re advance on steel rails at Hochelaga.
November 27-27.—From C. Schreiber, No. 30,133, reports on 30,112 rails on Hochelaga; 4,078 tons at $28.00, $114,184, 75 per cent. of which is $85,638.
December 1-1.—From Min. Justice, No. 30,205, report on advance on steel rails at Hochelaga.
December 1.—To Rept. to Council, No. 18,637, for authority to make advance on rails at Hochelaga.

December 2-5.—From Order Council, No. 30,228, authorizing advance on steel rails at Hochelaga, R. C., No. 18,637.
December 5.—To Min. Justice, No. 18,651, asking for draft of Bond to be signed by the Company on payment to them of advance on rails at Hochelaga.
December 13-13.—From Min. Justice, No. 30,289, with documents asked for in No. 18,651.
December 13.—To Min. Justice, No. 18,692, re-advance on rails at Hochelaga, draft agreement enclosed.
December 18-18.—From Min. Justice, No. 30,324, enclosing agreement with the Company, duly executed for advance on rails at Hochelaga.
December 18.—To C. Schreiber, No. 18,714, with copy of agreement with the Company, No. 30,324.
December 19.—To C. Drinkwater, No. 18,716, informing him of certificate for advance on rails at Hochelaga.
January 3-5, 1883.—From Min. Justice, No. 30,397, enclosing the Report of C. W. Robinson who was appointed to take delivery of the rails in this matter.
January 23-26.—From C. Schreiber, No. 30,522, reports on No. 30,397.

No. 31.—Advance on Rails.

December 16-20, 1882.—From C. Drinkwater, No. 30,064, *re*: removal of steel rails from Montreal to Mattawa.
December 20-21.—From C. Schreiber, No. 30,072, referring to No. 30,064. After deducting for rails on track on first 20 miles west of Callander, the Company have in stock 4,170 tons on which they are entitled to an advance of $30 per ton, 75 per cent of which is $93,825.00.
December 21.—To Repl. Council, No. 18,569, for authority to pay advance on Report No. 30,072.
December 21.—From Order Council, No. 30,227, authorizing advance on R. C., No. 18,569.
November 27.—From Auditor-Gen. No. 30,136, has not yet received the application to credit the advance to the Syndicate and credit the subsidy with the amount which the Syndicate is entitled to on rails laid down along the line.
December 12.—To C. Drinkwater, No. 18,681, informing him of the issue of certificates on Nov. 28th for $22.500.00, and on Dec. 5th for $93,825.00.

No. 32.—Subsidy Prog. Est., No. 18, 541 miles.

December 20-21, 1882.—From C. Schreiber, No. 30,074 Prog. Est. No. 18 to 15th Nov.

541 miles	$5,410,000 00	
Advance on rails	466,875 00	
	$5,876,875 00	
Less deductions	542,519 29	
Less previous payments	$5,334,355 71	
Land subsidy, net amount	5,410,000	acres.

December 21.—Report to Council, No. 18,560, for authority to pay on No. 30,074.
December 22-23.—From Order Council, No. 30,090, authorizing payment on No. 18,570.
December 22.—To Min. Interior, No. 18,573, informing him of O. C. No. 30,090.
December 22.—To C. Drinkwater, No. 18,575, informing him of O. C. No. 30,090.
December 22.—To Auditor-General, No. 18,576, informing him of O. C. No. 30,090.

No. 33.—Relative to payment by C. P. R. Co'y. of $500,000. *See also subject No. 4.*

February 2, 1883.—To Auditor-General, No. 18,878, asking that the Department be informed whether the $500,000, referred to in O. C. of 23rd May, has been repaid by the C. P. R. Co'y, No. 28,946.

February 3.—From Auditor-General, No. 30,614, statement of advances made to the Company by authority of O. C. No. 28,946.

No. 34.—Subsidy Prog. Est. No. 19, 561 miles.

December 6–7, 1882.—From C. Schreiber, No. 30,243, Prog. Est. No. 19 to 3rd Dec. 561 miles.....$5,610,000 00

Advance on rails.....	414,375 00
	$6,024,375 00
Less deductions.....	542,519 29
Less previous payments.....	$5,481,855 71
Land subsidy net.....	5,610,000 acres.

December 7.—Report to Council, No. 18,665, for authority to pay subsidy on Cert. 19, No. 30,243.

December 11–12.—From Order Council, No. 30,269, authorizing payment on R. C. No. 18,665.

December 11.—To Min. Interior, No. 18,666, advising him of Order in Council No. 30,269.

December 11.—To Auditor-General, No. 18,673, advising him of Order in Council No. 30,269.

December 11.—To C. Drinkwater, No. 18,674, advising him of Order in Council No. 30,269.

No. 35.—Advance on Rails.

December 14-15.—From C. Drinkwater, No. 30,296, for a further advance on steel rails imported into the North-West.

December 15-15.—From C. Schreiber, No. 30,303, report on No. 30,296—Company entitled to 75 per cent. on 3,400 tons rails at $50, $127,000, and statement of rails enclosed.

December 15.—To Rept. Council, No. 18,706, recommending advance on Certificate No. 30,303.

December 15-18.—From Order Council, No. 30,322, authorizing R. C. No. 18,706.

December 18.—To C. Drinkwater, No. 18,711, informing him of O. C. No. 30,322.

No. 36.—Advance on Rails.

December 5-6.—From C. Drinkwater, No. 30,230, for advance on 2,000 tons rails at P. A. Landing, and 3,787 tons at Algoma Mills, at a value of $38 per ton.

December 16-18.—From C. Schreiber, No. 30,323, report on No. 30,230.

December 18.—To C. Drinkwater, No. 18,715, stating that rails for use on the C. P. R. have not been delivered at Algoma Mills.

January 26-27, 1883.—From C. Schreiber, No. 30,531, reports on No. 30,230 for advance on rails at Prince Arthur's Landing. Company are entitled to advance as follows:—

2,394 tons at $33.00.....	$79,002.00
75 per cent. of which is.....	59,250.00

January 30.—To Rept. Council No. 18,860, recommending that authority be given for advance of $59,250.00 on No. 30,531.

February 1.—From Order Council, No. 30,586, authorizing advance of $59,250 on R. C. No. 18,860.

February 1.—To C. Drinkwater, No. 18,877, informing him of O. C. No. 30,586.

No. 37.—Advance on Rails.

December 16-18, 1882.—From C. Drinkwater, No. 30,314, requesting a further advance on rails imported into the North-west.

December 19.—From C. Schreiber, No. 30,333, report on No. 30,314, Company entitled to an advance on 800 tons rails at $50, 75 per cent. of which is $30,000, and statement of rails enclosed.

December 19.—To Rept. Council, No. 18,717, recommending advance as per Certificate No. 30,333.

December 22-26.—From Order Council No. 30,355, authorising R. C. No. 18,717.

No. 38.—Advance on Rails.

December 22-23.—From C. Drinkwater, No. 30,347, for a further advance on steel rails and fastenings imported into the North-West.

December 23-26.—From C. Schreiber, No. 30,352, report on No. 30,347, Company entitled to an advance of 75 per cent, on 2,000 tons at $50,=$75,000, and statement of rails enclosed.

December 29.—To Rept. Council, No. 18,745, recommending advance as per Certificate No. 30,352.

December 30.—To C. Drinkwater, No. 18,748, informing him of Cert. No. 30,352.

January 5, 1883.—From Order Council No. 30,436, authorising R. C. No. 18,745.

No. 39.—Advance on Rails

January 9-11, 1883.—From C. Drinkwater, No. 30,426, for a further advance on material imported into Manitoba since last advance.

January 16.—From C. Schreiber, No. 30,461, reports on application No. 30,426, and states the Co'y. are entitled to an advance as follows: 2,100 tons rails at $50—$105,000, 75 per cent.—$78,750.

January 16.—To Rept. to Council, No. 18,809, recommending an advance of $78,750, on 2,100 tons steel rails in stock on the Central Section.

January 19-26.—From O. C., No. 30,524, authorizing payment of $78,750 on Report No. 18,809.

January 26.—To C. Drinkwater, No. 18,847, informing him of No. 30.524, O.C.

No. 40.—Prog. Est. No. 20, 581 miles.

January 23, 1883.—From C. Schreiber, No. 30,513, Prog. Est. No. 20, Central section, up to 23rd January, 1883: 581 miles, $10,000..... $5,810,000

Add advance on rails, 39,650 tons at $30=$1,982,500		
75 per cent. of which.....	1,486,875	
Less covered by this Estimate, 20,300 tons	761,250	
		725,625
		$6,538,625

January 23.—To Rept. Council, No. 18,837, recommending payment on Certificate No. 20 (No. 30,513 above) of $200,000.

January 29.—From Order Council, No. 30,548, authorizing payment of $200,000 on R. C. No. 18,837.

January 30.—From Auditor-General, No. 30,582, enquiring if a deduction of $75,000 is to be made from last Estimate for rails already advanced on.

January 30.—From C. Schreiber, No. 30,582, no advances have been made on rails used on last 20 miles.

January 30.—To Auditor General, No. 18,862, acknowledging No. 30,582, and stating that no advances have been made on rails laid on the 20 miles for which last Estimate was given.

January 23.—To L. Russell, No. 18,836, informing him of issue on Certificate No. 20 or No. 30,513.

No. 41.—Advance on Rails.

January 27, 1883.—From C. Drinkwater, No. 30,536, asking for a further advance on rails and fastenings imported into Manitoba since the last advance.

January 31.—From C. Schreiber, No. 30,577, Reports on application No. 30,536 and furnishes statement of advance on rails up to the 19th Estimate. Company now entitled to 75 per cent. on 3,650 tons at $50 = $136,875.

January 31.—To Report Council, No. 18,870, recommending an advance of $136,875 to the Company as reported on by the Chief Engineer, No. 30,577.

January 31.—From Order Council, No. 30,587, authorizing the recommendation of R. C. No. 18,870.

February 1.—To C. Drinkwater, No, 18,876, informing him of O. C. No. 30,587.

Numbers Five and Six.

CORRESPONDENCE RELATING TO BRANCHES AND PROGRESS THEREON.

December 8, 1882.—To Mayor Carney, No. 18,669, reconstruction of a bridge over the Red River at Emerson.

December 9.—Report to Council, No. 18,671, for authority to place in the Estimates 83-84 an additional $20,000 to aid in construction of railway and traffic bridge over Red River at Emerson.

December 11-12.—From Order in Council, No. 30,270, authorizing recommendation contained in No. 18,671 (above).

December 12.—To Mayor Carney, No. 18,683, (Tel.) Council have agreed to put $20,000 additional in Estimate for bridge.

December 12.—To Mayor Carney, No. 18,684, with Order in Council No. 30,270.

December 12.—To C. Drinkwater, No. 18,685, with Order in Council No. 30,170.

December 13-18.—From C. Drinkwater, No. 30,320, acknowledging No. 18,685.

SELECTION OF ROUTE.

SAULT STE. MARIE BRANCH AS A PORTION OF THE MARIE LINE.

MONTREAL, 30th March, 1882.

SIR—Referring to my letter to you of the 26th September (27,087), and 21st October (27,221) last, submitting plans and books of reference of the lands required for that portion of the line extending eastward 50 miles from Algoma Mills, on Lake Huron, the line alluded to was called "the Sault Ste. Marie Branch." Since that time the Directors have come to the conclusion that it is in all respects desirable that this part of the so-called branch should be constituted a portion of the main line of the Canadian Pacific Railway, and it now becomes necessary to have the location of the same approved.

I have, therefore, to hand you a map upon which is carefully laid down the route of the main line as located for construction, between Callander and Algoma Mills, embracing the (50) fifty miles above referred to, a distance in all of 191 miles, accompanied by profiles of the same.

From surveys made and information otherwise obtained, the Directors have decided that west of Algoma Mills the line will follow near the course of the Mississaga River, and generally near to the north shore of Lake Superior, in preference to take the inland route projected on the Government leaps *via* Moose River, Long Lake and Lake Nepigon.

The Directors are aware that for a considerable portion of the intended route, the works will be of a much heavier character than they would by the inland line,

there will, however, be great facilities afforded to construction by having frequent access to the works from the lakes.

Our surveys are not sufficiently advanced to enable me to state the exact distance between Callander and the existing line at Thunder Bay, but it is not anticipated that it will be lengthened by adopting the lake shore route.

I am directed to state that surveys will be immediately proceeded with westwards from Algoma Mills, and eastwards from Prince Arthur's Landing, and it is anticipated that these surveys will be sufficiently advanced by the autumn, to enable the Directors to place under contract 80 miles of the line west of Algoma and the section between Prince Arthur's Landing and Nepigon River a distance of about 65 miles.

I have now to request that the location between Callander and Algoma Mills as shown by the accompanying maps and profiles, be submitted for the approval of the Governor General in Council.

The line may be described as follows :—

From Callander the line follows the course of the Vase River to the Forks of the same, thence by the north shore of Lake Nipissing and across the Sturgeon River immediately below the falls, thence in a north-westerly direction along the course of the Veuve River, and by the North Branch of the same to near the Wahnapitee River in Township 47 and crossing the latter river at the township line between Townships 47 and 55 thence in a south-westerly direction by the northerly side of Long Lake, to near the west line of Township 62 thence westerly through Township 70, thence south-westerly crossing Vermillion River in Township 77 and continuing in the same course to the left bank of the Spanish River near the big bend, thence by the left bank of the last mentioned river, and crossing the same near the south line of Township 99, thence still following a south-westerly course near to the right bank of the Spanish River until it reaches the shore of Lake Huron, thence westerly near the shore of the Lake, crossing the Serpent River near its mouth and on to Algoma Mills a disance of about 191 miles.

I beg to enclose copy of a Report dated 18th inst., from Mr. Smellie Consulting Engineer, on the progress of the work west of Callander.

I have the honour to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. S.—The following enclosures accompany the letter :—

1.	Map showing line as located.	
2.	Profile from Callander westward.....	61 miles.
*3.	61 miles westward to 141.....	80 "
4.	141 miles to Algoma Mills.....	50 "
		— 191

*No. 3 is not ready to accompany this letter, but will be sent with a supplementary letter as soon as completed.

MONTREAL, 31st March, 1882.

SIR.—With reference to my letter of yesterday's date, I now beg to enclose you document No. 3 referred to in the postcript.

I have the honor to be, Sir, your obedient servant.

C. DRINKWATER, *Secretary.*

F. BRAUN, Esq., Secretary Railways and Canals.

MONTREAL, 18th March, 1882.

SIR,—I beg to report that plans and profiles have be received covering that portion of the main line of the Canadian Pacific Railway extending from Callander to Algoma Mills on Lake Huron a distance of about 191 miles, and I have now to hand you a map showing the line of location with profile of the same, that they may be submitted for the approval of the Governor General in Council.

The alignment over this section is found to be very favorable and the gradients for the most part are easy and undulating, the steepest in no case exceeding one per hundred.

Previous to the 1st July last the work of construction was commenced at Callander and is now in progress between that point and the 45th mile west. The line has been cleared for this distance and grading to a considerable extent has been done.

At the western end of this section 60 miles were put under contract in October last and the works have been in progress all the winter. The line has been cleared from Algoma Mills eastward for a continuous distance of 50 miles besides detached lengths further on. The Company have several steam drills at work, and fair progress is being made in grading.

A contract has been made with the Toronto Bridge Company to furnish super structures of steel and iron for six of the principal stream crossings that will be required this summer, and all of which are to be in place by October next, viz.: Four spans of 100 feet, one span of 140 feet, and one span of 160 feet. The abutments of these bridges will be of masonry. Stone abutments will also be built for smaller structures, and all culverts will be of stone, when the material can be had within a reasonable distance.

Quantities of timber and ties are being provided along the two sections now under way, and it is expected that the track can be laid for a distance of 60 miles west of Callender and for 60 miles east of Algoma Mills before the close of the ensuing season.

The wharf property at Algoma Mills belonging to the Company is being extended 250 feet by 60 feet, and will be connected with the main line by a siding or branch about 2,000 feet in length.

I have the honor to be, Sir, your obedient servant,

W. B. SMELLIE, *Consulting Engineer.*

C. DRINKWATER, Secretary.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, April 3rd, 1883.

SIR,—The letter from Mr. Drinkwater, Secretary of the Canadian Pacific Railway Company, dated the 30th March ult., under cover No. 28,473, making application to have the location of the line between the western terminal point of the subsidized portion of the Canada Central Railway (now Canadian Pacific) and Algoma Mills, alluded to in previous correspondence as "The Sault Ste. Marie Branch" approved as forming part of the trunk line of the Canadian Pacific Railway, having been referred to me, I have the honor to report:—

The section of location between the points above named appears very favorable, and if the Company are able to satisfy the Government that it is practicable to make connection with the line at Prince Arthur's Landing on the route described in Mr. Drinkwater's communication, which by scaling on the maps appears to be of no greater length than by the interior route, there can, in my opinion, be no objection to its adoption as forming a part of the trunk line. I am not, however, furnished with the necessary information to enable me to form an opinion as to the practicability of the route proposed, but I may state that both the Vice President and the Engineer in Charge of construction for the Company express themselves confident on this point.

Upon these grounds, perhaps, this section might be approved as forming a part of the trunk line, subject to the Company at some future time satisfying the Department of the practicability of this route; and I suggest that if this course be adopted, that payment of any subsidy upon any portion of the eastern section, which would not be common to both, the shore route and the interior route, surveyed by the Government, should be deferred until the Department be so satisfied.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCREIBER, *Engineer in Chief.*

F. BRAUN, Esq., Secretary, Railways and Canals.

OTTAWA, April 8th, 1882.

(Memorandum.)

The undersigned has the honor to represent that, by a letter dated the 30th ultimo, application has been made by the Canadian Pacific Railway Company for approval of the location of a section of their line between Callander Station, Lake Nipissing, the western terminal points of the subsidized portion of the Canada Central Railway and Algoma Mills, Lake Huron, such section being part of the contemplated line between Lake Nipissing and the Sault Ste. Marie, originally proposed as a branch, but now intended to form part of the main line of the railway.

That the location as shown on the map submitted, and as described by the company is as follows:—

From Callander, the line follows the course of the Vase River to the forks of the same; thence by the north shore of Lake Nipissing, and across the Sturgeon River, immediately below falls; thence in a north-westerly direction along the course of the Veuve River, and by the north branch of the same, to near the Wahnapitee River in Township 47, and crossing the latter river at the township line between Townships 47 and 55; thence in a south-westerly direction by the northerly side of Long Lake to near the west line of Township 62; thence westerly through Township 70; thence south-westerly, crossing Vermillion River in Township 77, and continuing in the same course to the left bank of the Spanish River, near the Big Bend; thence by the left bank of the last mentioned river, and crossing the same near the south line of Township 99; thence, still following a south-westerly course, near to the right bank of the Spanish River, until it reaches the shore of Lake Huron; thence, westerly, near the shore of the lake, crossing the Serpent River near its mouth, and on to Algoma Mills.

That the said application having been submitted to the Chief Engineer he has reported, under date the 3rd instant, to the effect that the section of location between the points named appears to be very favorable; that the route above described appears to be of no greater length than the inland route proposed by the Government and that in the event of satisfactory evidence being given that connection with the existing line at Prince Arthur's Landing is practicable by the new route, there can, in his opinion, be no objection to its adoption as part of the main line; as to such practicability he states that although himself unable to form an opinion from lack of the necessary information, both the Vice-President and the Engineer in charge of construction for the Company express themselves as confident upon the point.

The undersigned accordingly, and upon the further suggestion of the Chief Engineer, recommends that as required by their Act of incorporation the approval of His Excellency the Governor General in Council, be given to the location of the line as now submitted by the Company, and as above described, such line to be part of the trunk line, it being made a condition of such approval that the Company shall at some future time, satisfy the Department of Railways and Canals that the route proposed is practicable; payment of any subsidy upon any portion of the eastern section which would not be common to both the present shore route and the interior route surveyed by the Government being deferred until such satisfactory evidence of practicability has been furnished by the Company.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council on the* 17*th April*, 1882.

On a Memorandum dated 8th April, 1882, from the Minister of Railways and Canals, submitting an application, dated 30th March ultimo, of the Canadian Pacific Railway Company for approval of the location of a section of their line between

Callander Station, Lake Nipissing, the western terminal point of the subsidized portion of the Canada Central Railway and Algoma Mills, Lake Huron, such section being part of a contemplated line between Lake Nipissing and the Sault Ste. Marie, originally proposed as a branch, but now intended to form part of the main line of the railway, that the location as shown on the map submitted and as described by the Company is as follows:—

"From Callander the line follows the course of the Vase River to the Forks of the same; thence by the north shore of Lake Nipissing and across the Sturgeon River immediately below the falls; thence in a north-westerly direction along the course of the Veuve River, and by the north branch of the same to near the Wahnapitee River in Township 47, and crossing the latter river at the township line between Townships 47 and 55; thence in a south-westerly direction by the northerly side of Long Lake to near the west line of Township 62; thence westerly through Township 70; thence south-westerly crossing Vermillion River in Township 77, and continuing in the same course to the left bank of the Spanish River near the big bend; thence by the left bank of the last mentioned river, and crossing the same near the south line of Township 99; thence, still following a south-westerly course near to the right bank of the Spanish River, until it reaches the shore of Lake Huron; thence westerly near the shore of the Lake crossing the Serpent River near its mouth and on to Algoma Mills."

That the Chief Engineer of Government Railways reports, dated 3rd April instant, to the effect that the section of location between the points named appears to be very favorable. That the route above described appears to be of no greater length than the more inland route proposed by the Government, and that, in the event of satisfactory evidence being given that connection with the existing line at Prince Arthur's Landing is practicable by the new route, there can, in his opinion, be no objection to its adoption as part of the main line. As to such practicability, he states that although himself unable to form an opinion from lack of the necessary information, both the Vice-president and the Engineer in charge of construction for the Company express themselves as confident upon the point.

The Minister accordingly and upon the further suggestion of the Chief Engineer, recommends that, as required by their Act of incorporation, the approval of the Governor in Council be given to the location of the line as now submitted by the Company and as above described, such line to be part of the trunk line, subject to the proviso that the Company shall at some future time satisfy the Department of Railways and Canals that the route proposed is practicable; payment of any subsidy upon any portion of the Eastern Section which would not be common to both the present shore route and the interior route surveyed by the Government being deferred until such satisfactory evidence of practicability has been furnished by the Company.

The Committee concur in the above recommendation and submit the same for Your Excellency's approval.

Certified, JOHN J. McGEE, Assistant C.P.C.

Hon. Minister Railways and Canals.

SELECTION OF ROUTE.

Central Section.—Re-location of line between Red Fox and Moose Jaw Creeks.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 30th June, 1882.

SIR,—I have the honor, by instruction of the Board of Directors, to transmit herewith a plan showing a re-location of a portion of the main line of the Canadian Pacific Railway for a distance west of Red Fox Creek towards Moose Jaw, and to request that such re-location may receive the sanction of His Excellency the Governor-General in Council.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

REPORT BY THE CHIEF ENGINEER.

July 3rd, 1882.

The alignment marked blue on the location plan attached is a great improvement on that of the old location which has been approved.

COLLINGWOOD SCHREIBER.

Memorandum. OTTAWA, 3rd July, 1882.

The undersigned has the honor to represent that an application has been received from the Canadian Pacific Railway Company, dated the 30th ultimo, by by which it is asked that authority be given for the re-location of a portion of their line, approval to which was given by an Order in Council, dated the 14th of December last.

That the portion in question as shown on a plan submitted extends for a distance west of Red Fox Creek towards Moose Jaw Creek, and the Chief Engineer of the Canadian Pacific Railway has reported under date of the 3rd instant, that the alignment now proposed is a great improvement upon that of the old location.

Upon such report the undersigned recommends that the requisite sanction be given to the re-location now submitted and shown on the plan sent in by the Company, a copy of which is attached hereto, the Order in Council of the 14th of December being held to be amended in so far as that portion is concerned.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 22nd July,* 1882.

On a Memorandum dated 3rd July, 1882, from the Minister of Railways and Canals, representing that an application has been received from the Canadian Pacific Railway Company, dated 30th June ultimo, by which it is asked that authority be given for the re-location of a portion of their line, approval to which was given by an Order in Council dated the 14th of December, 1881.

That the portion in question as shown on a plan submitted, extends for a distance west of Red Fox Creek towards Moose Jaw Creek, and the Chief Engineer of the Canadian Pacific Railway has reported under date the 3rd July, instant, that the alignment as marked blue on accompanying plan, now proposed, is a great improvement upon that of the old location.

Upon such Report the Minister recommends that the requisite sanction be given to the re-location now submitted and shown on a plan submitted by the Company, a copy of which is attached hereto, and that the Order in Council of the 14th of December, 1881, be amended in so far as that portion is concerned.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals,

SELECTION OF ROUTE.

Eastern Section. Location of Callander Station at a Point 120 *Miles West of Pembroke.*

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 26th July, 1882.

At Ottawa.

SIR,—I have the honor to state that this Company is satisfied that Callander Station should be fixed at a point 120 miles west of Pembroke, and if it should be

hereafter found that the proposed railway from Gravenhurst can effect a junction with the Canadian Pacific Railway more advantageously at any point west of this, the Company will afford facilities for making such junction.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

SIR CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

MONTREAL, 26th July, 1882.

SIR,—We have the honor to submit that it is expedient now to settle upon the point which is to form the western terminus of the Canada Central Railway and the eastern terminus of the Canadian Pacific Railway. This point we have to suggest should be fixed at 120 miles west of Pembroke, at which will be located Callander Station. This point will be the most convenient, so far as we are at present informed, for the junction with the proposed railway northward from Gravenhurst; but if it should hereafter appear that it would be more advantageous for that extension to join the Canadian Pacific Railway Company at a point further west, we have arranged with the Canadian Pacific Railway Company to facilitate its junction there in every way possible.

We have the honor to be, Sir, your obedient servant,

DUNCAN McINTYRE.

SIR CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 26th July, 1882.

SIR,—A letter from Mr. Duncan McIntyre, contractor for the Canada Central Railway extension, and also a letter from Mr. C. Drinkwater, Secretary to the Canadian Pacific Railway Company, both of this date, upon the subject of the western terminus of the Canada Central Railway, and the eastern terminus of the Canadian Pacific Railway, having been referred to me, I have the honor to report,

By the Act upon which the subsidy is granted to the Canada Central Railway Company, 120 miles is the length given of the subsidized line and the subsidy of $12,000 a mile is calculated upon this distance.

Mr. McIntyre now asks that Callander Station may be established at this 120th mile. The Canadian Pacific Railway Company, by the letter of their Secretary, Mr. Drinkwater, state that they see no reason why this should not be done and both parties undertake that if it is found more advantageous for the line proposed to be built from Gravenhurst to Callander to effect a junction with the Canadian Pacific Railway at a point west of this, they will afford every facility for making the junction.

Under these circumstances I can see no objection to the point referred to being fixed as the western and eastern terminus of the Canada Central and Canadian Pacific Railways respectively.

Sometime ago, I believe, Mr. McIntyre wrote a letter stating that he would agree to build the road to a certain point provided it did not exceed 130 miles in length, but this appears to have been an offer independent of any connection between the Canada Central and Canadian Pacific Railways, and I see no reason why it should affect the establishment of Callander Station at the 120th mile west of Pembroke.

I am, etc.,

COLLINGWOOD SCHREIBER, *Engineer in Chief.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

OTTAWA, 26th July, 1882.

(Memorandum).

The undersigned has the honor in conformity with application from Mr. Duncan McIntyre, contractor for the Canada Central Railway extension, and the Canadian Pacific Railway Company, both dated the 26th instant, and favorably reported upon by the Chief Engineer of Government Railways on the same date, to recommend that the point for the location of Callander Station may be fixed at the 120th mile from Pembroke, on the said extension, both the parties agreeing that should it be found more advantageous for the line proposed to be built from Gravenhurst to Callander, that junction should be made with the line of the Canadian Pacific Railway west of that point, they will afford every facility for making such junction.

Respectfully submitted,
CHARLES TUPPER, *Minister Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by his Excellency the Governor-General in Council, on the 28th July,* 1882.

On a Memorandum dated 26th July, 1882, from the Minister of Railways and Canals, submitting an application of Mr. Duncan McIntyre, contractor for the Canada Central Railway extension, and the Canadian Pacific Railway Company, both dated the 26th July, instant, that the point for the location of "Callander Station" may be fixed at the 120th mile west from Pembroke on the said extension, both the parties agreeing that should it be found more advantageous for the line proposed to be built from Gravenhurst to Callander, that junction should be made with the line of the Canadian Pacific Railway west of that point, they will afford every facility for making such junction.

The Minister, upon the advice of the Chief Engineer, recommends that the terms of the application be granted.

The Committee submit the above recommendation for your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

SELECTION OF ROUTE.

Central Section.—Location of Line from Moose Jaw to Swift Current Creeks.

THE CANADIAN PACIFIC RAILWAY COMPANY.
OFFICE OF THE SECRETARY, MONTREAL, 15th Sept., 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 14th inst., on the subject of the location of the Canadian Pacific Railway west of Moose Jaw Creek. By instructions of the Directors, I now beg to submit a further plan of location of the main line extending from Moose Jaw Creek, to the crossing of the South Saskatchewan, I would point out that the station numbers on these plans from Moose Jaw Creek to Swift Current eastward.

I beg also to state that the township ranges and section lines on the plan running for some distance west of Moose Jaw Creek, are shown approximately, as no connection was made between the lines during the progress of the location surveys. West of Strong Current Creek it is impossible to show the sections through which the line passes, as the plans are made on different scales, and there has not been time to prepare a thorough plan on a uniform scale.

The Directors hope that these preliminary plans will afford sufficient information to enable the location to be approved of by the Governor in Council, and in order

that no delay may occur in the work of construction, I am instructed respectfully to request that such approval may be signified at the earliest possible date.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 27th September, 1882.

SIR,—Referring to a communication from the Canadian Pacific Railway Company of the 15th instant (Departmental No. 29,660), submitting plans of the location of the main line of the Canadian Pacific Railway from Moose Jaw Creek to the crossing of the South Saskatchewan, for approval, I have the honor to report :—

The plans now submitted cover a distance of 262 miles, which may be divided into two sections, viz.:—

	Miles.
Moose Jaw Creek to Swift Current Creek	$113\frac{1}{2}$
Swift Current Creek to South Saskatchewan Crossing	$148\frac{2}{3}$
Total	$262\frac{1}{6}$

I can see no objection to the location being approved as far as Swift Current Creek, as laid down on the accompanying map. Beyond that point the information afforded by the plans submitted is not sufficiently definite to enable me to lay down the line on a reduced scale on map, and therefore suggest that approval of this portion be withheld until further information is obtained.

I have the honor to be, Sir, your obedient servant,

FRANCIS J. LYNCH, in the absence of the Chief Engineer.

A. P. BRADLEY, ESQ., Secretary.

OTTAWA, 28th September, 1882.

(Memorandum.)

The undersigned has the honor to represent that by a letter dated the 15th instant the Canadian Pacific Railway Company have submitted for approval plans of the location of the main line of their railway westward from Moose Jaw Creek up to which point approval had been given by Order in Council dated the 14th of December, 1881.

That the location now submitted extends from Moose Jaw Creek to the Crossing of the South Saskatchewan, a distance of 262 miles.

That the report made by the Engineer in Charge of Headquarters in the absence of the Chief Engineer, dated the 27th instant, shows that the location of the line so far as a point known as Swift Current Creek, a distance of $113\frac{1}{2}$ miles from Moose Jaw Creek, is such as may be approved of, but that the information afforded by the Company in relation to the distance further west is not sufficiently definite. The undersigned accordingly, upon such report, recommends that approval be given to the location of the line up to Swift Current Creek, only, as shown on the plans submitted by the Company and laid down on the map annexed to the present report.

Respectfully submitted,

J. H. POPE, Acting-Minister of Railways and Canals.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 30th of September*, 1882.

On a Memorandum, dated 28th September, 1882, from the Acting Minister of Railways and Canals, reporting that the Canadian Pacific Railway Company, under date 15th September instant, have submitted for approval by the Governor in Council plans of location extending from Moose Jaw Creek to the crossing of the South Saskatchewan, a distance of 262 miles, the Minister states that the Report, dated 27th September instant, of the Engineer in charge at Ottawa in the absence of the Chief Engineer, shows that the location of the line so far as a point known as Swift Current Creek, a distance of 113½ miles from Moose Jaw Creek, is such as may be approved of, but that the information afforded by the Company in relation to the distance further west is not sufficiently definite.

The Minister accordingly, upon such report, recommends that approval of the Governor in Council be given to the location of the line between Moose Jaw Creek and Swift Current Creek, as shown on the plans submitted by the Company.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

Central Section.—Location of line from Swift Current Creek to the Crossing of the South Saskatchewan.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 6th November, 1882,

SIR,—I have the honor to submit a plan of the location of a portion of the main line of the Canadian Pacific Railway extending from Moose Jaw Creek to Swift Current Creek, also a profile of the line from Moose Jaw to the Crossing of the Saskatchewan.

I am instructed by the Directors to request that the location may be submitted for the approval of the Governor General in Council.

The plan of location from Swift Current to the Saskatchewan is in course preparation, and I hope to be able to transmit it to you within a few days.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 20th November, 1882.

SIR,—The communication from the Secretary of the Canadian Pacific Railway Company, dated the 6th instant under cover No. 29,986, making application for the approval of location of the line of the Canadian Pacific Railway from Swift Current Creek to the crossing of the South Saskatchewan River, having been referred to me, I have the honor to report:

That as far as the section referred to from Swift Current Creek to the South Saskatchewan River, a distance of about 148 miles, is concerned, and its suitability for a line of railway, the country is favorable both as regards gradients and curvature, being in this respect well within the conditions imposed by the Canadian Pacific Railway Act, and that if a line within the terms of this Act can be located through the Kicking Horse Pass, the line laid down on the plan now submitted, though not so

direct from that point as might have been desired, may be considered sufficiently so as to warrant its approval.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

(Memorandum.) OTTAWA, 21st November, 1882.

The undersigned has the honor to represent that under date the 6th and 7th instant the Canadian Pacific Railway Company have made applications for approval of a submitted location of their line west from Swift Current Creek up to which point approval was given by an Order in Council dated the 14th ultimo.

That the portion now located extends from Swift Current Creek to the South Saskatchewan River a distance of about 148 miles.

That under date the 20th instant the Chief Engineer has reported to the effect that the section of the country in question is favorable, that the grades and curvature of the located line are well within the limit prescribed to the Canadian Pcific Railway Act, and that if a line within the conditions of this Act can be located through the Kicking Horse Pass, the location of the section now submitted, though not so direct as might have been desired may be considered sufficiently so to warrant approval being given.

The undersigned recommends that the location of the section now submitted be approved of.

Respectfully submitted,
CHARLES TUPPER, *Minister Railways and Canals.*

LOCATION OF LINE FROM PRINCE ARTHUR'S LANDING TO CURRENT RIVER. (2 MILES.)

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 24th November,* 1882.

On a Memorandum, dated 21st November, 1882, from the Minister of Railways and Canals, submitting an application made under dates 6th and 7th November instant, from the Canadian Pacific Railway Company, for the approval of the location of that portion of their line, extending from Swift Current Creek to the South Saskatchewan River, a distance of about 148 miles.

The Minister states that the Chief Engineer reported, 20th November instant, that the section of country in question is favorable; that the grades and curvature of the located line are well within the limits prescribed by the Canadian Pacific Railway Act, and that if a line, within the conditions of this Act, can be located through the Kicking Horse Pass, the location of the section now submitted, though not so direct as might have been desired, may be considered sufficiently so to warrant approval being given.

The Minister recommends the approval of the location submitted.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

OTTAWA, 28th November, 1882.

SIR,—I am directed to enclose you herewith a copy of an Order in Council, passed on the 24th instant, approving the location of that portion of the Canadian

Pacific Railway, extending from Swift Current Creek to the South Saskatchewan River, a distance of about 148 miles.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Esq., Chief Engineer of Government Railways.

OTTAWA, 28th November, 1882.

SIR,—I am directed to transmit you herewith, for the information of your Company, a copy of an Order in Council, passed on the 24th instant, approving of the location of that portion of the Canadian Pacific Railway, extending from Swift Current Creek to the Saskatchewan River, a distance of about 148 miles.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Sec'y C. P. R. Co'y, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 15th September, 1882.

SIR,—In accordance with the Act of last Session, which provides that the Canadian Pacific Railway Company may, subject to the approval of the Governor in Council, lay out their line through the Rocky Mountains by way of some pass other than the Yellow Head Pass, provided that the pass be not less than one hundred miles from the boundary between Canada and the United States. I have the honor, by order of the Directors, to request that the route, by way of Kicking Horse Creek and across the Selkirk Range *viâ* Beaver Creek, as described in the enclosed sketch, may be approved by His Excellency in Council. I have the pleasure to state that the engineer charged with the duty of exploration has reported that a line can be built by this route with practicable grades. He reports that the grade on each side of the summit, for say twenty miles, would be about 2 feet per chain, or 105·6 feet per mile; and that if a tunnel were constructed instead of crossing the summit it would be about 2½ miles long and would not materially diminish the grades. The summit is represented as being admirably adapted for the location of a depot for marshalling trains, being practically level for a distance of about three quarters of a mile.

As an illustration of the practicability of the grades by the proposed route, I may state the Directors are informed that the maximum grades on both the Central and Southern Pacific Lines are 2·15 feet per chain, or 114 feet per mile.

It is worthy of note that, while this Company has succeeded in finding a line across the mountain ranges with a lighter maximum gradient than that of any of the other Pacific lines, the maximum grades are embraced within a distance of 40 miles, which has a very important bearing upon the economical operation of a railway.

I am further instructed to say that the Directors will be ready to furnish any other information in their power which the Government may desire with respect to the proposed pass.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

LOCATION OF LINE FROM PRINCE ARTHUR'S LANDING TO CURRENT RIVER (2 MILES).

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 9th October, 1882.

SIR,—I beg to hand you plans and books of reference, in triplicate, of lands, etc., required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from the Village of Prince Arthur's Landing to Current River, etc., for terminal purposes at Prince Arthur's Landing for examination, and certificate of the Deputy Minister. These plans and books of reference are to be used for registration purposes, one copy to be retained by the Department, the other two to be returned here, one of which will be placed in the Registry Office at Prince Arthur's Landing.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

P.S.—The documents herein referred to have been forwarded by express to-night.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 4th November, 1882.

SIR,—By letter dated the 9th ultimo, the Canadian Pacific Railway Company seek approval of the plans, etc., of that portion of the line between Prince Arthur's Landing and Current River, on the western end of the Eastern Section.

I have the honor to report that I approve of the location covered by these plans.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, per F. J. L.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

(Memorandum.) OTTAWA, 4th November, 1882.

The undersigned has the honor to represent that plans have been submitted by the Canadian Pacific Railway Company, on the 9th ultimo, bearing date the 31st of August last, whereon is shown the proposed location of their line eastwards from Prince Arthur's Landing to Current River, a distance of about two miles.

That a report made by the Chief Engineer, dated the 4th instant, shows that no objection exists to such location, the undersigned accordingly recommends that it be approved of.

Respectfully submitted,
J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 6th November,* 1882.

On a Report, dated 4th November, 1882, from the Acting Minister of Railways and Canals, submitting plans, dated 31st August last, of the Canadian Pacific Railway Company, showing the proposed location of their line eastward from Prince Arthur's Landing to Current River, a distance of about two miles.

The Minister referred the plans to the Chief Engineer of Government Railways, whose report, dated 4th November, instant, shows that no objection exists to such location.

The Minister recommends that the location as submitted be approved accordingly.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

RETURN OF CORRESPONDENCE RELATING TO PROGRESS OF THE WORK.

From March 30th, 1882, to February 1st, 1883.

OTTAWA, 24th August, 1882.

SIR,—I am directed by the Acting Minister, Mr. Pope, to call your attention to the condition expressed in the 4th clause of your contract with the Government, by which it is stipulated that the construction of the two several portions of your line, defined as the Eastern and the Central Sections respectively, should proceed *pari passu*, the work on both being so to be carried on "vigorously and continuously" as to secure the completion of both by the same date.

In view of the important bearing of this condition, I am instructed to request that you will be pleased to furnish the Department with a statement embodying the information as to your works on this Eastern Section furnished verbally by you from time to time, together with such further facts as you may be in a position to give, with a view to affording satisfactory evidence that your Company is fully complying with the principle of vigorous and continuous work on this section which was so fundamental a feature of your contract.

I am particularly to request that your statement may embrace full information as to the works on that portion of the line from Thunder Bay eastwards, assurances as to the commencement of which were recently given by you.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C. P. R. Co.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 26th August, 1882.

SIR,—I beg to acknowledge the receipt of your letter of the 24th inst., respecting the progress of the works on the Eastern Section of the Canadian Pacific Railway.

I am instructed by the Board to say, that on the return to Montreal of the Consulting Engineer, who is at present on the works on the Eastern Section, a report will be obtained from him of the present condition of the works, and that the Department will be furnished with the fullest information with respect thereto.

I am instructed further to say, that the Directors fully appreciate the necessity for pushing this work vigorously forward; that no efforts will be spared in that direction, and that they confidently expect to complete the section of the railway in question, long before the period named in the Company's charter.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

OTTAWA, 3rd October, 1882.

SIR,—By direction of the Chairman of the Railway Committee of the Hon. the Privy Council, I enclose for your information and guidance, an Order passed this

day, permitting the opening for traffic purposes of the portion of the line of the Canadian Pacific Railway lying between the point thirty-one miles west of Brandon, the existing limit, and Regina a further distance of 211 miles, the said Order having been issued after due inspection upon the intimation conveyed by your letter of the 23rd ultimo.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

OTTAWA, 3rd October, 1882.

The Railway Committee of the Hon. the Privy Council, in conformity with the requirements of the General Railway Act of 1879, have caused an examination to be made by one of the Engineers of the Department of Railways and Canals of a further portion of the Canadian Pacific Railway lying west of the point, thirty-one miles west of Brandon up to which the opening of the line for traffic was sanctioned on the 16th February last, such further portion extending westward from the said point a distance of 211 miles, as far as Regina.

The inspecting Engineer having reported that this portion of railway is completed so as to admit of the running of regular trains thereon, and further that it is furnished with the equipment required for the traffic, the Railway Committee concur in the report submitted, and make order that the said portion of railway may be opened for public traffic.

CHARLES TUPPER, *Chairman Railway Committee.*

T. TRUDEAU, *Secretary Railway Commission.*

Memorandum.

The Reports of the Chief Engineer were made, as the several progress estimates were passed by certificates in the following form appended to each estimate.

"I hereby certify that miles of the Division of the Section are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for traffic thereon."

CORRESPONDENCE RELATING TO THE SELECTION AND RESERVATION OF LAND.

Re Squatters on Government Reserve, Prince Arthur's Landing.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 26th August, 1882.

SIR,—The Company's Engineer, at present at Prince Arthur's Landing, informs me that certain parties, squatters, are in possession of houses built on the right of way of the Canadian Pacific Railway, at and near Prince Arthur's Landing: That it is of the greatest importance that these parties should at once give up possession to the Company of the land thus occupied; and I am directed to request that the necessary steps to that end be taken by the Department of Railways.

I am informed that your Resident Engineer there, Mr. Caddy, is fully aware of all that is necessary to be done in this matter, and I shall feel obliged if you will inform me that he has been instructed accordingly.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Secretary Railway Department, Ottawa.

OTTAWA, 31st August, 1882.

SIR,—I am directed to acknowledge receipt of your letter of the 26th instant, relative to the location of squatters upon certain land at and near Prince Arthur's Landing, comprised in the right of way of the Canadian Pacific Railway, whose removal is desired.

In relation thereto I am to ask that you will be pleased to furnish more definite information as to the position of the lands so occupied, stating whether they lie to the east or the west of the Landing.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*, per W. J. T.

CHARLES DRINKWATER, Esq., Secretary, C. P. R. Co.

MONTREAL, 26th September, 1882.

SIR,—In reply to your favor of the 31st August, in relation to the right of way for railway at Prince Arthur's Landing, I have to state that the land in question is the plot of ground known as the Government Reserve on which are a number of buildings, some of which are rented and occupied.

I am directed to say that it would facilitate operations there if the Government will at once put the Company in possession of the Government Reserve with buildings and wharf attached.

Large quantities of supplies are on their way there, and if we could control the wharf, a temporary track would be laid alongside and our supplies taken therefrom.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 10th October, 1882.

SIR,—I have the honor by direction, to refer to you a communication from the Secretary of the Canadian Pacific Railway Company, requesting that certain Government reserved land, and the Government wharf at Prince Arthur's Landing, may be put in the possession of that Company who desire to utilize the same for the purposes of the railway, and I am to request that you will be pleased to state whether in your opinion it is competent for the Department, under the provisions of the Canadian Pacific Railway Act, 1881, to make a transference of this property as suggested.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

G. W. BURBRIDGE, Esq., Deputy Minister of Justice.

OTTAWA, 17th October, 1882.

SIR.—With reference to Departmental letter No. 18,376 of the 10th inst., submitting to you for opinion the application of the Canadian Pacific Railway Company for a certain portion of Government Reserve and wharf at Prince Arthur's Landing. I have the honor to inform you that the following telegram has been received from Mr. W. B. Smellie on the subject:—

"Montreal, Oct. 13th, 1882.—Are we likely to have a favorable answer soon to "Mr. Drinkwater's letter of 26th Sept., relative to Government Reserve and wharf "at Prince Arthur's Landing. Please reply; matter is very urgent."

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

G. W. BURBRIDGE, Esq., Deputy Minister of Justice.

DEPARTMENT OF JUSTICE, OTTAWA, 30th October, 1882.

SIR,—I have the honor to acknowledge the receipt of your communication of the 10th inst., referring one from the Secretary of the Canadian Pacific Railway Company, requesting that certain Government Reserve land and the Government wharf at Prince Arthur's Landing be put in the possession of that Company; they desiring to utilize the same for the purposes of the railway, and requesting an opinion as to whether or not it is competent for the Department of Railways and Canals, under the provisions of the "Canadian Pacific Railway Act of 1881," to make a transfer of the property in question, as suggested.

I have also to acknowledge your letter of the 17th on the same subject.

By the 5th section of the Act referred to, the Government is authorized to transfer to the Canadian Pacific Railway Company the portion of the railway then already constructed, and as the same should thereafter be completed.

By the 6th clauseo f the contract set out in the said contract, the Government covenanted to complete the Lake Superior section by the date fixed by the then existing contracts for the completion thereof; and by the 7th clause, to transfer to the Company the possession and right to work and run the several portions of the railway then actually constructed, or as the same should be completed.

Your letter does not inform me whether that portion of the railway, of which the property in question forms part, has been completed or not, nor whether it is part of the Lake Superior Section or part of the Eastern Section. Assuming that it is part of the Lake Superior Section and that it has not been completed, I can see nothing in the Act to authorize the transfer of the property mentioned to the Canadian Pacific Railway Company.

I do not express any opinion as to whether the Government might not, outside of the Act, take measures to afford to the Company the facilities which they request. Their power to do so would depend upon facts on which I am not fully informed.

Papers returned.

I am, Sir, your obedient servant,

GEO. W. BURBRIDGE, D.M.J.

A. B. BRADLEY, Esq., Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 2nd November, 1882.

SIR,—A letter, dated 30th October, from the Deputy Minister of Justice, on the transfer of certain Government reserve land and a Government wharf at Prince Arthur's Landing, to the Canadian Pacific Railway Company, having been submitted me, I have the honor to report:—

1st. The work of construction being now in progress between Prince Arthur's Landing and Red Rock, a distance of about sixty-six miles, defines the point of junction of the Eastern and Lake Superior Sections at Prince Arthur's Landing.

2nd. That portion of the main line between Fort William and Prince Arthur's Landing is completed, with the exception of the ballasting, and is in fair condition for the running of trains.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, per F. J. L.

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

OTTAWA, 3rd November, 1882.

SIR,—With reference to your letter of the 30th ultimo, in which you report relative to an application made by the Canadian Pacific Railway Company for possession

of certain Government reserve and wharf property at Prince Arthur's Landing, I have the honor under instructions to say that from plans submitted by the Company, dated the 31st August last, bearing upon the works of construction of their main line eastwards from that place, it would appear that the starting point of the Eastern Section is fixed as about 500 feet to the west of the Government wharf, which, with the reserve land in question, would accordingly be included in that Section for the purposes now under consideration.

I may add that the line between Prince Arthur's Landing and Fort William, though not ballasted, is so far completed as to be in fair condition for the running of trains.

These being the points upon which you lacked information, I have to ask that you will be pleased to report further as to the question of transfer submitted to you.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

GEORGE W. BURBRIDGE, Esq., Deputy Minister of Justice.

OTTAWA, 7th November, 1882.

SIR,—I have the honor to acknowledge the receipt of your communication of the 3rd instant, having reference to mine of the 30th ultimo reporting in regard to an application made by the Canadian Pacific Railway Company for possession of certain Government reserve and wharf property at Prince Arthur's Landing.

In reply, I beg to say that I can find no authority in the Act for the transfer of this property to the Canadian Pacific Railway Company.

It is competent, however, for the Department outside of the Act to make arrangements with the Canadian Pacific Railway Company to allow them the use of this property upon such terms as to the Minister may seem proper.

Papers returned.

I am, Sir, your obedient servant,

GEO. W. BURBRIDGE, D. M. J.

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

OTTAWA, 11th November, 1882.

SIR,—On the 14th of May, 1870, an Order in Council was passed directing that application be made to the Ontario Government for a Patent of certain public lands at Thunder Bay, on the line of route to the Red River as shown on plan and description thereto annexed, the site being required for the erection of public buildings and for a landing place from which to extend wharves.

On the 27th of the same month a letter was addressed by the Department of Public Works to the Under Secretary of State for the Provinces, transmitting a copy of the said plan and description.

I am to request that you will be pleased to inform the Minister what action was taken thereon, and if any reply was received from the Ontario Government to the application for a Patent of the land in question. I am to desire that you will be so good as to furnish this Department with a copy of the same.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

EDWARD J. LANGEVIN, Esq., Under Secretary of State.

OTTAWA, 16th November, 1882.

SIR,—In reply to the enquiry contained in your letter of the 11th instant, I have the honor to inform you that it appears from the Records of this Department, that on

the 30th May, 1870, at the instance of the Minister of Public Works, a letter was addressed by the Secretary of State for the Provinces to His Honor the Lieutenant-Governor of Ontario, enclosing a copy of an Order in Council of the 14th of that month, directing that application be made to the Government of that Province for a Patent for certain public lands at Thunder Bay, required for the erection of public buildings, etc., and forwarding at the same time a plan and description of the land in question.

It does not appear, however, that any reply was received to that communication.

I have the honor to be, Sir, your obedient servant,

EDWARD J. LANGEVIN, *Under Secretary of State.*

Secretary Department Railways and Canals.

Memorandum. OTTAWA, 8th January, 1883.

The undersigned has the honor to represent that, under date of the 26th of September last, the Canadian Pacific Railway Company have made application asking to be put in possession of certain land with wharf attached at Prince Arthur's Landing, now in the hands of the Government, their object, as stated, being the facilitating of their operations in the way of getting in their supplies.

That under date of the 7th of November last, the Department of Justice expresses the opinion that it is competent for the Department of Railways to make arrangements with the Company to allow them the use of the property in question, "upon such terms as to the Minister may seem proper."

The undersigned, in accordance with such opinion, recommends that for the purpose of facilitating the operation of the Canadian Pacific Railway Company, they be permitted to enjoy during pleasure all the rights and privileges at present enjoyed by the Government in respect of the said land and wharf.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 12th of January,* 1883.

On a Report, dated the 8th of January, 1883, from the Minister of Railways and Canals, submitting an application dated 26th September last, from the Canadian Pacific Railway Company, asking to be put in possession of certain land with wharf attached at Prince Arthur's Landing, now in the hands of the Government; their object, as stated, being the facilitating of their operations in the way of getting in their supplies.

The Minister represents that the Minister of Justice, under date of the 7th of November last, stated as his opinion that it is competent for the Minister of Railways to make arrangements with the Company to allow them the use of the property in question, "upon such terms as to the Minister may seem proper."

The Minister, in accordance with such opinion, recommends that, for the purpose of facilitating the operations of the Canadian Pacific Railway Company, they be permitted to enjoy, during pleasure, all the rights and privileges at present enjoyed by the Government in respect of the said land and wharf.

The Committee submit the above recommendation for Your Excellency's approval.

Hon. Minister of Railways and Canals. JOHN J. McGEE.

APPLICATION FOR LAND FOR CONSTUCTION AND TERMINAL PURPOSES.—PRINCE ARTHUR'S LANDING TO CURRENT RIVER.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 9th October, 1882.

SIR,—I beg to hand you plans and books of reference in triplicate, of lands, etc., required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from the Village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing, for examination and certificate of the Deputy Minister. These plans and books of reference are to be used for registration purposes, one copy to be retained by the Department, the other two to be returned here, one of which will be placed in the Registry Office at Prince Arthur's Landing.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

P.S.—The documents herein referred to have been forwarded by express to-night.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 26th October, 1882.

SIR,—The plans and books of reference of land, etc., required for the construction of that portion of the trunk line of the Canadian Pacific Railway, extending from the Village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing, mentioned in Mr. Drinkwater's letter of the 9th inst. (under cover No. 2,328), having been referred to me, I have the honor to report as follows:—

I consider the right of way, 200 feet wide, is no more than it is prudent to take in a country subject to heavy snow, and I am of opinion, that the area asked for at Prince Arthur's Landing for terminal purposes is not more than would be required at such a port of shipment.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 4th November, 1882.

Memorandum.

The undersigned has the honor to represent that under date, the 9th ultimo, the Canadian Pacific Railway Company have submitted plans and books of reference duly signed on the 31st August last, on which plans there is shown in detail the area of land which the Company desire to obtain for the purposes expressed in their letter, namely, "for the construction of that portion of the main line of the Canadian Pacific Railway extending from the village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing" (which is about two miles long.)

That the width of the line, apart from the terminal provision, is shown as 200 feet, a breadth considerably exceeded within the village bounds.

That such breadth exceeds the limits to which right of expropriation is restricted by the 9th section of the Consolidated Railway Act, 1879, such limits being thirty-three yards for the ordinary portions of the line, and 250 yards in length by 150 yards in breadth for station and depot accommodation, the right to public beach or to water covered land being similarly limited. That by the 19th section of

their Act of incorporation the Company, however, have the power, subject to the sanction of the Government, to appropriate to their use "a greater extent of lands, whether public or private, for stations, depots, workshops, buildings, sidetracks, wharves, harbours, and roadway, and for establishing screens against snow than the breadth and quantity mentioned in the Consolidated Railway Act, 1879."

That the Chief Engineer has reported, under date the 26th ultimo, to the effect that the breadth of 200 feet is no more than it is prudent to take for the right of way in a country subject to heavy snow; and further that the area asked for at Prince Arthur's Landing for terminal purposes is not more than would be required at such a port of shipment.

The undersigned recommends that the Company be permitted to expropriate the additional area over and above the extent authorized by the Consolidated Railway Act, in all cases embraced in the said plan and book of reference.

Respectfully submitted,

J. H. POPE, *Acting Min. Rys. and Canals.*

Memorandum. OTTAWA, 18th November, 1882.

The undersigned has the honor to represent that under date the 9th ultimo, he Canadian Pacific Railway Company have submitted plans and books of reference, duly signed on the 31st of August last, on which plans there is shown in detail the area of land which the Company desire to obtain for the purposes expressed in their letter, namely: "for the construction of that portion of the main line of the Canadian Pacific Railway extending from the village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing."

That the breadth of the line which is about two miles long, apart from the terminal provision, is shown as 200 feet, a breadth considerably exceeded within the village bounds.

That such breadth exceeds the limits to which right of expropriation is restricted by the 9th section of the Consolidated Railway Act 1879, such limits being thirty-three yards for the ordinary portions of the line, and 250 yards in length by 150 yards in breadth, for station and depôt accommodation, the right to public beach, or to water, covered land being similarly limited.

That by the 19th section of their Act, of Incorporation, the Company, however have the power subject to the sanction of the Government to appropriate to their use "a greater extent of lands, whether public or private, for stations, depôts, workshops, buildings, sidetracts, wharves, harbors and roadway, and for establishing screens against snow than the breadth and quantity mentioned in the Consolidated Railway Act 1879."

That the Chief Engineer has reported under date the 26th ultimo, to the effect that the breadth of 200 feet is no more than it is prudent to take for the right of way in a country subject to heavy snow, and further that the area asked for at Prince Arthur's Landing for terminal purposes is not more than would be required at such a port of shipment.

That a portion of the land which the Company desire to acquire is public land, part is private property and part is beach or water covered land.

That under the 10th section of the contract, the Government is bound "to grant to the Company," the lands required for the road-bed of the railway, and for its stations, station ground, workshops, dock ground, and water frontage at the termini on navigable waters, buildings, yards and other appurtenances required for the convenient and effectual construction and working of the railway, in so far as such land shall be vested in the "Government," the words "the Government," being defined by the first clause of the contract to mean "The Government of Canada."

That the Government have no public lands in this part of the Territory, the Crown being here represented by the Government of the Province of Ontario, they are consequently unable to grant such lands.

That with regard to the beach and water-covered land applied for, there has as yet been no authoritative decision defining the rights of the Provincial and Federal Governments, and, consequently, pending such decision, no grant can be made by the Federal Government.

The undersigned, however, considering the requirements of the Company to be reasonable, and to be met where practicable, recommends that they may be permitted to expropriate for track and terminal purposes at Prince Arthur's Landing, and from thence east to Current River as follows, namely:—From McVicar's Creek eastwards to Current River, the breadth of 200 feet shown on the plan; and that from McVicar's Creek westward, and south of Water street to the point where, as shown on the said plan, Water street turns in a northerly direction, that is to say, at the most westerly point of junction of the extension of the wharf of the Thunder Bay and F. & E. Company with Water street, the Company should expropriate nothing more than they may be entitled to obtain in that way under the "Consolidated Railway Act, 1879," reserving to the owners of lots facing on the waters of Thunder Bay, and to the inhabitants of the village generally, reasonable access to the waters of the Bay, the Company providing such railway crossings and other facilities as will secure such reasonable access.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 12th December,* 1882.

On a Report, dated 18th November, 1882, from the Minister of Railways and Canals, stating that the Canadian Pacific Railway Company have submitted herewith plans and books of reference, duly signed on the 31st August last; on which is shown in detail the area of land which the Company desire to obtain for the purposes expressed in their letter, viz.: "for the construction of that portion of the main line of the Canadian Pacific Railway, extending from the village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing."

The Minister reports that the breadth of the line, which is about two miles long, apart ftom the terminal provision, is shown as 200 feet, a breadth considerably exceeded within the village bounds, and that such breadth exceeds the limits to which right of expropriation is restricted by the 9th section of the Consolidated Railway Act 1879.

That by the 19th section of their Act of Incorporation, the Company, however, have the power (subject to the sanction of the Government) to appropriate to their use "a greater extent of lands, whether public or private, for stations, depôts, workshops, buildings, sidetracts, wharves, harbors, and roadway, and for establishing screens against snow, than the breadth and quantity mentioned in the Consolidated Railway Act, 1879.

The Minister further states that the Chief Engineer has reported, under date the 26th October last, to the effect that the breadth of 200 feet is no more than is prudent to take for the right of way in a country subject to heavy snow; and further, that the area asked for at Prince Arthur's Landing for terminal purposes is not more than would be required at such a port of shipment.

The Minister represents that a portion of the land which the Company desire to acquire is public land, part is private property, and part is beach, or water-covered land.

That the Government have no public lands in this part of the territory, the Crown being here represented by the Government of the Province of Ontario, they are consequently unable to grant such lands; and that with regard to the beach and water-covered lands applied for there has as yet been no authoritative decision defin-

ing the rights of the Provincial and Federal Governments, and consequently, pending such decision no grant can be made by the Federal Government.

The Minister considering the requirements of the Company reasonable and to be met where practicable recommends upon the advice and suggestions of the Minister of Justice, whose Report under date 8th November instant, is herewith attached that the Company may be permitted to expropriate for track and terminal purposes at Prince Arthur's Landing and from thence east to Current River, as follows namely: From McVicar's Creek, eastwards to Current River the breadth of 200 feet, shown on the accompanying plan; and that from McVicar's Creek westward and south of Water street, to the point where, as shown on the said plan, Water street turns in a northerly direction, that is to say:—at the most westerly point of junction of the extension of the wharf of Thunder Bay and F. and E. Company and Water street, the Company shall expropriate nothing more than they may be entitled to obtain in that way under the "Consolidated Railway Act of 1879," reserving to the owners of lots facing on the waters of Thunder Bay, and to the inhabitants of the village generally, and the Company providing such railway crossings and other facilities as will secure reasonable access to the waters of the bay.

The Committee concur in the foregoing recommendations, and submit the same to your Excellency's appraval.

JOHN J. McGEE.

APPLICATION FOR LAND ON EASTERN SECTION FROM CALLANDER WESTWARD SIXTY-TWO MILES.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 26th October, 1882.

SIR,—I beg to hand you plans and profiles with books of reference, in triplicate of lands required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from Callander westward to the north-east corner of Township No. 22; a distance of sixty-two miles.

The plans also show additional land required for siding and station accommodation at the 20th, 42nd and 53rd miles. To the former and the latter of these points it is expected large quantities of squared timber will be brought, by lake and river, for transport by rail.

The line for a portion of the distance passes through the Indian Reserve on the north shore of Lake Nipissing. The remainder of the land to be occupied is ungranted.

These documents are for registration purposes, with a view to expropriation and require the approval of the Governor General in Council, and the signature of the Minister or Deputy Minister. One copy to be retained in your Department; the the other two you will please return to me.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 5th January, 1883.

SIR,—Referring to your letter of the 26th October, 1882, enclosing plans and profiles with books of reference in triplicate of lands required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from Callander westward to the northeast corner of Township 22, a distance of 62 miles.

The plans also showing additional land required for siding and station accommodation at the twentieth, forty-second and fifty-third miles.

I am directed in reply to state with regard to the land required for siding and station accommodation at the points named, that the Chief Engineer reports as follows:

That it is not considered reasonable that such an extent of land, as is shown on the plan, should be required for such purpose and it is therefore desirable that plans should be furnished to this Department showing an area such as is commonly taken in the location of such way stations.

I have the honor to be, Sir, your obedient servant

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co.

Memorandum. OTTAWA, 24th January, 1883.

The undersigned has the honor to represent that by an Order in Council, passed on the 17th April last, approval was given to a certain location of the line of the Canadian Pacific Railway west from Callander.

That under date the 26th October, the Company have submitted plans showing the lands required for construction purposes from Callander to the north-east corner of Township No. 22, a distance of 62 miles, and that at certain points in this distance, namely, at the twentieth, forty-second and fifty-third miles, additional areas are marked off for stations and sidings, etc., largely in excess of land to which right of expropriation is restricted under the 9th section of the Consolidated Railway Act 1879.

The Chief Engineer having, under date the 23rd ultimo, given the opinion that it is not reasonable that such an extent of land should be taken, the undersigned concurring in this view is unable to advise compliance with the wishes of the Company in this regard; he, however, recommends that they be permitted to expropriate such areas of land at the points named as may be provided for in the clause of the Consolidated Railway Act, dealing with station and siding accommodation.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 29th January,* 1883.

On a Report, dated 24th of January 1883, from the Minister of Railways and Canals, submitting that by an Order in Council passed on 17th April last, approval was given to a certain location of the line of the Canadian Pacific Railway west from Callander, and that under date the 26th October last, the Company furnished plans showing the lands required for construction purposes from Callander to the north-east corner of Township No. 22, a distance of 62 miles, and that at certain points in this distance namely at the 20th, 42nd and 53rd miles additional areas are marked off for stations and sidings, etc., largely in excess of land to which right of expropriation is restricted under the 9th section of the Consolidated Railway Act 1879.

The Minister represents that the Chief Engineer of Government Railways under date the 23rd of December ultimo, stated as his opinion that it is not reasonable that uch an extent of land should be taken by the Company.

The Minister concurring in this view, is unable to advise compliance with the wishes of the Company in this regard, he, however, recommends that they be permitted to expropriate such areas of land at the points named as may be provided for in the clause of the Consolidated Railway Act dealing with station and siding accommodation.

The Committee submit the same for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

CORRESPONDENCE, &c., RELATING TO PAYMENTS ON ACCOUNT OF SUBSIDY AND ADVANCES ON RAILS.

Re Subsidy, Central Section, on 108 miles, from Portage la Prairie westwards, and 53½ miles, from Winnipeg to Portage la Prairie—Total 161½ miles.

MONTREAL, 25th November, 1881.

SIR,—I have the honor, acting under the instructions of the Board of Directors of this Company, to transmit herewith a certificate of the General Superintendent in charge of construction in the North-West, to the effect that there have been constructed, from the Town of Portage la Prairie in a westerly direction, 108 miles of the main line of the Canadian Pacific Railway.

With my letter of the 4th instant I transmitted a similar certificate, covering a distance of 88 miles westward from Portage la Prairie. The certificate now sent, therefore, includes the said 88 miles, which will leave a balance of 20 miles, the construction of which was not hitherto been certified to.

I am instructed to state that the said 20 miles of railway, being a part of the Central Section as described in Section 8 of the charter of the Company, have been completed so as to admit of the running of regular trains thereon, and have such equipment as is required for the traffic thereon.

And I beg respectfully to request that the subsidies in money and land applicable thereto may be paid and granted to the Company as follows:—In money, $200,000; in land, 250,000 acres.

And with respect to the land as earned on account of the said 20 miles, I am directed respectfully to repeat the suggestion made in my letter of the 4th instant, namely, that the lands to be conveyed to the Company may be selected from the uneven numbered sections, fairly fit for settlement, lying within the 24 mile belt on each side of the main line of railway and of the Winnipeg and Pembina Mountain Branch, commencing with those nearest the point of beginning of the Central Section at Winnipeg not already set aside for the Company or otherwise disposed of.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Secretary of State.

— —

This is to certify that there have been constructed from the Town of Portage la Prairie, in a westerly direction, one hundred and eight miles of the railway, the construction of which was contracted for as stated in the schedule to the Act incorporating the Canadian Pacific Railway Company.

That the said one hundred and eight miles of railway have been completed so as to admit of the running of regular trains thereon, and have such equipment as is required for the traffic thereon.

Given under my hand this seventeenth day of November, A.D. 1881.

A. B. STICKNEY, Gen. Supt. West Division C. P. R. Co.

———

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 4th January, 1882.

SIR,—I have the honor acting under instructions of the Board of Directors of this Company, to state that in addition to the mileage on account of which subsidies have already been applied for, there have been constructed from the City of Winnipeg in a westerly direction towards Portage la Prairie, 53½ miles of the main line of the Canadian Pacific Railway, that the said 53½ miles of railway being part of the Central Section as described in clause eight of the Company's charter, have been completed so as to admit of the running of regular trains thereon, and have such equipment as is required for the traffic thereon. And I am instructed respectfully to request that the

subsidies in money and in land applicable thereto may be paid and granted to the Company as follows:—

In money, $535,000; and in land, 668,750 acres.

Previous applications have been made for subsidy on account of 108 miles representing in money $1,080,000, and in land 1,350,000 acres for which no payment or grant has yet been made.

The total subsidies therefore now due, and for which I have the honor to make application are in money $1,615,000, and in land 2,018,750 acres.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir CHARLES TUPPER, Minister of Railways.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 5th January, 1882.

SIR,—The Canadian Pacific Railway Company having through their Secretary, Mr. Drinkwater, and under date of the 2nd ultimo and 4th instant, made application for the payment of subsidies on 108 miles and 53½ miles respectively, making a total of 161½ miles extending from Winnipeg to a point about 31 miles west of Brandon, I have the honor to report (these applications having been referred to me) that this section of road is so far completed as to admit of the running of regular trains thereon together with such equipment as the traffic may require.

They are therefore entitled to the subsidies applicable to this section to the following amounts:

Cash subsidy, $1,610,000; land grant, 2,012,500 acres, less one-fifth to be retained as security, leaving a balance to which they are entitled of 1,610,000 acres.

There are, however, charges against them for work done west of the Red River, amounting to $1,323,255.38, part of this sum being for rails and fastenings conveyed under the tenth clause of the contract, amounting to about $280,726.09. This sum bears interest until paid, and I would therefore suggest that the Company's application for permission to pay these charges by instalments be entertained as far as it is concerned. The balance of the account against the Company is for work performed west of Red River, rolling stock, plant, freight in transit and in store, amounting to $1,042,519·29. This at least should, in my opinion, form a charge againt the subsidy now earned, and in this case they will be entitled to:

Cash subsidy.....	$1,610,000
Less account as above.....	1,042,520
	$567,480

And a land grant of 1,610,000 acres.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief C.P.R.*

F. BRAUN, Esq., Secretary Rilways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 18th January, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.
Locality of works, west of Red River.
Name of contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 1st January, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract, numbered and dated as above, also under Letter No. 27,816.

Total value of work done and materials delivered to the 1st January, 1882:

161 miles at $10,000 per mile		$1,610,000 00
Less work performed on first 100 miles:		
West of Red River, including rails.....	$760,604 71	
Plant, rolling stock, etc., transferred...	240,614 49	
Freight in transit and in store on 1st May, 1881 (traffic).....	41,300 09	
		1,042,519 29
Amount due as per O. C., 9th January, 1882.....		$567,480 71

The above is a correct estimate, made up from the returns forwarded by James Dickie and others. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÉ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, in charge of C. P. R. Head Office.

Total amount now certified on this contract, $1,610,000. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief.*

OTTAWA, 5th January, 1882.

Memorandum.

The undersigned has the honor to state that application has been made by the Secretary of the Canadian Pacific Railway Company, under date of the 2nd ultimo, and 4th instant, for payment of subsidies on 108 miles and 53½ miles respectively making a total of 161½ miles of the Canadian Pacific Railway extending from Winnipeg to a point about 31 miles west of Brandon.

That the Chief Engineer of the Canadian Pacific Railway attached to this Department, reports that the said section of road is so far completed as to admit of the running of regular trains thereon, and has such equipment as the traffic requires; and that the Company are entitled under the terms of their contract to the subsidies applicable to this section of 161½ miles of the road namely.

Cash subsidy, $1,610,000; land grant, 2,012,500 acres; less one-fifth to be retained as security, 1,610,000 acres.

The Chief engineer reports, however, that there are charges against the Company for work west of Red River, representing in cash about $1,323,255.38, part of this sum (about 280,736.09) being for rails and fastenings conveyed to the Company under the 10th clause of their contract, and being chargeable with interest until paid.

That the Company have requested that they may not be pressed for the immediate payment of the whole of this sum of $1,323,255.38, but that they may be allowed to pay same by instalments, intimating that they have now in transit to the North-West, 40,000 tons of steel rails, costing $1,700,000.

That in accordance with the suggestion of the Chief Engineer, the undersigned recommends that the Company be allowed to pay the interest bearing sum of $280,736.09 aforesaid, by instalments, but that the balance of the account against the Company for work done west of the Red River, rolling stock, plant, freight in tran-

sit and in store, valued altogether at $1,042,519.29, be charged against the subsidy now earned by the Company.

That this recommendation, being acted upon, the Company would be entitled to a cash subsidy of $1,610,000; less deduction as above, viz.: $1,042,519.29; leaving a balance of $567,480.71, and a land grant of 1,610,000 acres; and he recommends that authority be given for the proper steps to be taken for the immediate transfer of such subsidy in land and money to the Canadian Pacific Railway Company.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council on the 9th January,* 1882.

On a Report, dated 5th January, 1882, from the Minister of Railways and Canals, submitting an application from the Secretary of the Canadian Pacific Railway Company, under date of the 2nd December, 1881, and 4th January, 1882, for payment of subsidies on 108 miles and 53½ miles respectively, making a total of 161½ miles of the Canadian Pacific Railway, extending from Winnipeg to a point about 31 miles west of Brandon.

The Minister states that the Chief Engineer of the Canadian Pacific Railway attached to the Department reports that the said section of road is so far completed as to admit of the running of regular trains thereon, and has such equipment as the traffic requires; that the Company are entitled, under the terms of their contract, to the subsidies applicable to this section of 161½ miles of the road, namely:—

Cash subsidy, $1,610,000; land grant, 2,012,500 acres, less 1-5th to be retained as security—1,610,000 acres.

The Chief Engineer reports, however, that there are charges against the Company for work west of Red River, etc., representing in cash about $1,323,255.38 part of this sum (about $280,736.09 being for rails and fastenings conveyed to the Company under the 10th clause of their contract, and being chargeable with interest until paid.)

The Minister further states that the Company have requested that they may not be required to make immediate payment of the whole of this sum of $1,323,255.38, but that they may be allowed to pay the same by instalments, intimating that they have now in transit to the North-West 40,000 tons of steel rails, costing $1,700,000.

The Minister recommends, in accordance with the suggestion of the Chief Engineer, that the Company be allowed to pay the interest-bearing sum of $280,736.09 aforesaid by instalments, but that the balance of the account against the Company for work done west of Red River, rolling stock, plant, freight in transit and in store, valued altogether at $1,042,519.29, be a charge against the subsidy now earned by the Company.

The Minister observes that this recommendation being acted upon, the Company would be entitled to a cash subsidy of $1,610,000, less deduction as above, viz.: $1,042,519·29, leaving a balance of $567,480.71 (five hundred and sixty-seven thousand four hundred and eighty dollars and seventy-one cents), and a land grant of one million six hundred and ten thousand (1,610,000) acres, and he recommends that authority be given for the proper steps to be taken for the immediate transfer of such subsidy in land and money to the Canadian Pacific Railway Company.

The Committee submit the foregoing recommendations for Your Excellency's approval.

Certified, J. O. COTÉ, C. P. C.

Re ADVANCE ON RAILS, $187,500.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, OTTAWA, 29th April, 1882.

SIR,—I have the honor to state that the Company have accumulated and stored the following material at Flat Creek, on the main line of the railway, west of Brandon, viz. :—

	Tons.
Steel rails	7,329
Spikes	78
Fish plates	153
Bolts	92
Total	7,652

The value of which, taking an average price is $52.50 per ton, or a total of $401,730.

And I am directed, respectfully, to request that as provided for in clause of sub-section C, of the Contract with the Government, an advance of three-fourths of the value of the said material may be made to the Company, to be deducted from subsidy to be hereafter paid to the Company in the manner described in the clause of the contract above referred to.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

F. BRAUN, Secretary Railways and Canals.

OTTAWA, 8th May, 1882.

SIR,—The Canadian Pacific Railway Company make application for an advance of 75 per cent. upon the steel rails, etc., which they now have in stock west of Winnipeg, in addition to the 6,797 tons of rails and fastenings which were transferred under the contract and not yet paid for, which amount to 5,000 tons and to which I attach the following value :—

Delivered at Montreal	$32 50	
Freight to Winnipeg	17 50	
		$50 00
5,000 tons at $50	$250,000	
75 per cent. of which is	187,500	

This latter amount the Company appear to be entitled to in accordance with the provisions of the contract.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer in Chief.*

F. BRAUN, Secretary Railways and Canals.

Memorandum. OTTAWA, 8th May, 1882.

The undersigned has the honor to report that by sub-section C, of the 9th section of the contract made with the Canadian Pacific Railway Company, it is provided that if at any time the Company shall cause to be delivered, on or near the line of the said railway, steel rails and fastenings to be used in its construction, but in advance of the requirements for such construction, the Government shall, upon the requisition of the Company, advance three-fourths of the value thereof at the place of delivery, a

proportion of the amount, so advanced, corresponding with the proportion of rails, and being deducted from the subsidy to be thereafter paid upon the settlement for each section of 20 miles of railway.

That by a letter dated the 29th ultimo, the Company have made application for an advance of 75 per cent. upon the rails, etc., which they have now stored on the main line of the railway west of Brandon.

That the report of the Chief Engineer, dated the 8th instant, shows that in addition to a quantity of 6,797 tons which were transferred under the contract and which are not yet paid for, there is a quantity of 5,000 tons in stock to which he attaches the following value per ton as delivered:—

In Montreal	$32 50
Freight to Winnipeg	17 50
Total value per ton	50 00

The present value of the rails now on the line being, therefore 5,000 at $50 a ton, giving a total of $250,000, three-fourths of which is $187,500, to which amount as an advance the Company are entitled.

The undersigned accordingly recommends that authority be given for the grant of an advance of $187,500, the amount to be hereafter deducted from the subsidy, in the manner contemplated by the clause of the contract above cited.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor in Council on the 8th of May,* 1882.

On a Report dated 8th May, 1882, from the Minister of Railways and Canals, submitting that by sub-section "C" of the 9th section of the contract made with the Canadian Pacific Railway Company, it is provided that if, at any time, the Company shall cause to be delivered, on or near the line of the said railway, steel rails and fastenings to be used in its construction, but in advance of the requirements for such construction, the Government shall, upon the requisition of the Company, advance three-fourths of the value thereof at the place of delivery. A proportion of the amount so advanced, corresponding with the proportion of rails used, being deducted from the subsidy, to be thereafter paid upon the settlement for each section of 20 miles of railway. That by a letter dated the 29th ultimo, the Company have made application for an advance of 75 per cent. upon the rails, etc., which they have now stored on the main line of the railway, west of Brandon.

That the Report of the Chief Engineer, dated the 8th instant, shows that in addition to a quantity of 6,797 tons, which were transferred under the contract, and which are not yet paid for, there is a quantity of 5,000 tons in stock, to which he attaches the following value per ton:

As delivered in Montreal	$32 50
Freight to Winnipeg	17 50
Total value per ton	$50 00

The present value of the rails now on the line being, therefore, 5,000 tons at $50 a ton, giving a total of $250,000, three-fourths of which is $187,500, to which amount, as an advance, the Company are entitled.

The Minister accordingly recommends that he be authorized to make an advance of $187,500, and that the amount be hereafter deducted from the subsidy in the manner contemplated by the clause of the contract above cited.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, JOHN J. McGEE.

Hon. Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 10th May, 1882.

DEAR SIR,—When I had the pleasure of seeing you a few days ago, on the subject of an advance on our rails and other material, you were good enough to suggest that advances might be made on such material as it entered the Province of Manitoba, but I am informed by telegraph to-day from Mr. Schrieber that in view of the advance made by Order-in-Council yesterday on a portion of the rails piled at Flat Creek, that suggestion will not now be entertained. I am instructed however, to express the hope of the Directors that such is not the case, and that the Government will be prepared to assist the Company in the manner described and in accordance with the spirit of the contract.

As I have already had the honor of pointing out the very large expenditure incurred by the Company during the past winter in the purchase of rolling stock, rails, ties. and other material in order to be prepared for the vigorous prosecution of the work this season, and in order to provide for an amount of work much larger than was ever contemplated being done in one season, has drawn upon the Company's resources to an enormous extent, and until they are in a position to claim subsidy from the Government on account of this seasons work, the Directors feel that the Government should meet them in the matter of these advances.

I beg also to state, that but for the unforseen trouble caused by recent floods, over which the Company had of course no control, a very much larger quantity of rails and material would have been piled at Flat Creek than are now stored there.

Some 20,000 tons of rails are actually now in transit between New York and Manitoba, the greater portion of these being north of St. Paul. In view of these facts, I am directed to request that the matter may receive your favorable consideration, and that advances may be made as suggested on cars of rails and other material as they enter the Province.

The application for the advance, on account of which I am informed an order was passed yesterday for $187,000, was on the following material stored at Flat Creek:—

	Tons.
Steel Rails	7,329
Spikes	78
Fish Plates	153
Bolts	92
	7,652

The value of this material at the point where it is stored is computed at an average price of $52.50 per ton, on which value the Directors consider they have a right to ask an advance of 75 per cent. under Clause 9, Sub-section C, of the charter which provides: "That on certain conditions, the Government shall advance three-fourths of the value of such material at the place of delivery."

This the Directors interpret as meaning the place where the material is stored, but, I am informed that the payment ordered yesterday, is only on account of 5,000 tons of material, the value having been placed at $50. instead of $52.50 per ton.

No explanation has yet reached me, why the advance was not made on the whole quantity as applied for, or why the rate has been reduced. I can, therefore, only draw your attention to the matter, and ask that you will kindly consider whether the full amount as applied for should not be paid.

I am, dear Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

SIR CHARLES TUPPER, Minister Railways and Canals.

OTTAWA, 16th May, 1882.

SIR,—I am directed to acknowledge the receipt of your letter of the 10th instant, in relation to the point at which the counting of rails for the Canadian Pacific Railway should be performed, and the extent to which advances should be made thereon.

In reply, I am to say that the arrangement made when you were last in Ottawa, to which you refer, namely to have the counting done at Winnipeg as the rails passed through, referred only to the difficulty which presented itself in making an advance on the rails stacked at Flat Creek.

That difficulty has been partially overcome by taking the number of rails stored at Flat Creek, and adding thereto the quantity on the abandoned line between Stonewall and the junction with the new line. From this is deducted the quantity of rails transferred to your Company, under the 10th Clause of their contract, and still unpaid for, leaving, in round numbers, 5,000 tons, upon which quantitity the present advance has been made.

Under these circumstances, it did not appear that any necessity existed for the continuance of the arrangement for counting at Winnipeg proposed by you.

I am, however, to say that, as your Company appear to attach importance to this point, instructions have been given for the counting of rails on the cars as they pass that city, although it is feared that the arrangement may lead to errors and possible delay in their movement.

I am, Sir, your obedient servant,
F. BRAUN, *Secretary.*

C. DRINKWATER, Esq., Secretary, C. P. R., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTRAL, 17th May, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 16th instant, on the subject of advances to be made on rails imported into Manitoba by this Company for which I am obliged.

Whilst every precaution will be taken to prevent errors in the counting of these rails, I do not see that any such mistakes should arise, as the bill of lading accompanying each car contains full particulars both as to weight and number of rails, and these are verified by the Customs officers.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

F. BRAUN, Esq., Secretary, Railways and Canals.

AUTHORITY TO PAY SUMS DUE TO C. P. R. CO. FOR SUBSIDY, ON THE CERTIFICATE OF THE CHIEF ENGINEER, UNTIL OTHERWISE DIRECTED BY THE MINISTER OR ACTING MINISTER.

OTTAWA, 17th May, 1882.

Memorandum.

The undersigned has the honor to submit that, from recent representations made by the Canadian Pacific Railway Company, it appears that a very large expenditure has been incurred by them during the past winter in order to be prepared for the vigorous prosecution of their works, and to provide for a much larger amount of work than they had ever contemplated executing in one season, their resources being thereby drawn upon to an enormous extent.

That, by clause (*b*) of the 9th section of their agreement, payment of the subsidy due thereunder upon the completion of each 20 miles of railway is to be made by the Government.

That, in view of the circumstances set forth by the Company, it appears highly desirable that as little delay as may be possible should occur in the making payments of the moneys to which the Company under their contract may become entitled.

The undersigned accordingly recommends that authority be given for the payment by the Minister, or by the Acting Minister of the Department of Railways and Canals, until otherwise directed, of all such sums of money as may be shown by the certificate of the Chief Engineer of the Canadian Pacific Railway to be due and payable to the Company as part of the subsidy to which under the terms of their contract they are entitled.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the* 19*th May*, 1882.

On a report dated 17th May, 1882, the Minister of Railways and Canals submitting that from recent representations made by the Canadian Pacific Railway Company, it appears that a very large expenditure has been incurred by them during the past winter, in order to the vigorous prosecution of their work, and to provide for a much larger amount of work than they had ever contemplated executing in one season, their resources being thereby drawn upon to an enormous extent.

The Minister observes that by clause (*b*) of the 9th Section of their Agreement, payment of the subsidy due thereunder upon the completion of each 20 miles of railway is to be made by the Government.

That in view of the circumstances set forth by the Company, it appears highly desirable that as little delay as may be possible should occur in the making payments of the moneys to which the Company under their contract may become entitled.

The Minister accordingly recommends that authority be given for the payment by the Minister or by the Acting Minister of the Department of Railways and Canals, until otherwise directed, of all such sums of money as may be shown by the certificate of the Chief Engineer of the Canadian Pacific Railway to be due and payable to the Company as part of the subsidy to which under the terms of their contract they are entitled.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, JOHN McGEE, Acting *C. P. C.*

Hon. Minister Railways and Canals.

OTTAWA, May 30th, 1882.

SIR,—I am directed to transmit to you copy of an Order in Council of the 19th instant, authorizing the payment by the Minister or Acting Minister of this Department, until otherwise ordered, of all such sums of money as may be shown by the Chief Engineer of the Canadian Pacific Railway, to be due and payable to the Canadian Pacific Railway Company, as part of the subsidy to which under the terms of their contract they are entitled.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

COLLINGWOOD SCHEIBER, Esq., Chief Engineer, C. P. R.

AUTHORITY, ALLOWING PAYMENT OF DEUDCTION OF $500,000 AS MADE BY ORDER IN COUNCIL No. 27,816, TO STAND OVER FOR A TIME.

For repayment of above, see subject No. 33.

MONTREAL, 17th May, 1882.

SIR,—On the 4th of January last I had the honor to make application for the payment of subsidy on account of 161½ miles of constructed line, being a portion of the central section of the Canadian Pacific Railway. The amount payable under the Company's charter was $1,615,000, being at the rate of $10,000 per mile. An Order in Council was subsequently passed authorizing a payment on account of 161 miles or $1,610,000, a deduction therefrom being, however, made for the cost of the first hundred miles of the old line west of Winnipeg, and the estimated value of certain rolling stock, etc., transferred to the Company, amounting in all to $1,042,-519.29, leaving a balance of $567,480.71 which was paid to the Company. It was understood that the items composing the said sum of $1,042,519.29 were to be considered in abeyance pending an examination of the accounts. As the accounts still remains in that position, no opportunity as yet having presented itself for such examination, and in view of the fact that further delay will be unavoidable, before the matter can be dealt with, I am instructed by the Directors to ask whether under the circumstances the Government will not consent to the amount witheld, or a proportion thereof being now paid to the Company, such amount or whatever sum the Company may be ultimately found to be liable for, being spread over and repaid by the Company, in such proportions as may be arranged out of subsidy, to be carried on account of the central section of the Canadian Pacific Railway.

The Directors feel that they can reasonably ask this consideration at the hands of the Government, in view of the enormous expenditure which the Company have incurred since the close of operations last year, in making preparations for the very extensive works to be undertaken during the present season.

In urging the favorable consideration of the Government of this application, I beg also to point out that the assistance sought is rendered the more necessary in consequence of the recent floods in the Province of Manitoba, caused by the overflowing of the Assiniboine and Red River. These floods have interrupted the work of construction and seriously damaged, in several places the road's bed of the railway.

This damage will involve a considerable outlay by the Company not anticipated, and but for the delay thereby incurred, work would have been completed upon which a considerable amount of subsidy would ere this have been claimed.

I beg respectfully to ask that this application may receive every attention.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

OTTAWA, 22nd May, 1882.

Memorandum.

The undersigned has the honor to report that when the sum of $1,610,000 was paid under the contract with the Canadian Pacific Railway Company on 161 miles of completed road, $1,042,519.29 was deducted on account of plant, etc., taken over under the contract.

That it is represented that, owing to floods the Company have been delayed in completing track as they had anticipated, and as their present outlay is very great, and it is of the highest importance to the progress of the work that no delay should occur, the undersigned recommends that $500,000 (five hundred thousand dollars) of the amount charged in the account referred to, be allowed to stand over and be deducted from future payments as they may become due, and as directed by the Government, and that this sum of $500,000 so deducted, be in the meantime returned to the Company.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 23rd May,* 1882.

On a Report dated 22rd May, 1882, from the Minister of Railways and Canals, stating that when the sum of $1,610,000 was paid under the contract with the Canadian Pacific Railway Company on 161 miles of completed road, $1,042,519.29 was deducted on account of plant, etc., taken over under the contract.

The Minister further states, representations have been made that owing to floods the Company have been delayed in completing the track as they had anticipated, and as their present outlay is very great, and it is of the highest importance to the progress of the work that no delay should occur, the Minister recommends that $500,000 of the amount charged in the account referred to be allowed to stand over and be deducted from future payments as they may become due, and as directed by the Government and that this sum of $500,000 so deducted be in the meantime returned to the Company.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister of Railways and Canals.

CENTRAL SECTION.—*Subsidy.—Progress Est. No. 2 to 8th June.*

Former Estimate	161	miles.
Additional "	40	"
Total distance	201	"

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 8th June, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.
Locality of works, west of Red River.
Name of contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 8th June, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Letters No. 27,816 and 28,944.

Total value of work done and materials delivered to the 8th June, 1882 :—

Less 10 per cent. drawback, retained, 201 miles at $10,000 per mile	$2,010,000 00
Less deductions as per Estimate No. 1, subject to correction	1,042,519 29
	$967,480 71

The above is a correct estimate, made up from the return forwarded by James Dickey and others. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, in charge of C.P.R. Head Office.

Total amount now certified on this contract, $2,010,000. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief.*

OTTAWA, 10th June, 1882.

SIR,—I have the honor to inform you that a certificate of the Chief Engineer of the Canadian Pacific Railway has been issued under date the 8th inst., showing that the Company have now forty (40) miles of road finished, upon which the subsidy due under their contract should, as provided by the Order in Council of the 19th ultimo, be paid, making a total of 201 miles of completed road. The sum the Company are entitled to receive being at the rate of $10,000 per mile, is four hundred thousand dollars ($400,000).

Further, they are entitled under their contract, to receive for such length of completed road, a subsidy in land to the extent of 12,500 acres per mile, or a total for the forty miles, of 500,000 acres, less one-fifth, as provided by the contract; also to the proceeds of the land grant bonds, in accordance with the terms of the Act.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

L. McDOUGALL, Esq., Auditor General.

CENTRAL SECTION.

Subsidy.—Progress Estimate No. 3.

Previous Estimate	201 miles
Present "	20 "
Total distance	221 miles.

CANADIAN PACIFIC RAILWAY,
OFFICE OF ENGINEER IN CHIEF, OTTAWA, 22nd June, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.
Locality of works, west of Red River (Central Station.)
Name of Contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from beginning of operations under this contract to the 17th of June, 1882.

The works of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27,816 and 28,944.

Total value of work done and materials delivered to the 17th June, 1882:

221 miles at $10,000		$2,210,000 00
Less deductions for plant taken by the Company as per Est. No. 1, subject to corrections	$1,042,519 29	
Less amount, the deduction of which is postponed by O.C., dated 23rd May, 1882	500,000 00	
		542,519 29
		$1,667,480 71

Memorandum, land subsidy :—

221 miles at 12,500 acres per mile	2,762,500	acres
Less one-fifth	552,500	"
	2,210,000	"

The above is a correct estimate, made up from the returns forwarded by James Dickey and others. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, in charge of C. P. R. Head Office.

Total amount now certified on this contract, $1,667,480.71. All previous payments to be deducted.

COLLLINGWOOD SCHREIBER, *Engineer in Chief.*

CANADIAN PACIFIC RAILWAY.
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 22nd June, 1882.

SIR,—In reply to the Deputy Minister's enquiry upon the issue of my certificate for payment of subsidy on 221 miles of the central section of the Canadian Pacific Railway, as to whether I have deducted the rails placed in the track upon which an advance has been made, I have the honor to state that, in addition to the rails laid in the track and those upon which advances have been made, the Company have delivered upon the ground 2,802 tons.

Memo. in Stock.

Rails upon which advances have been made	5,331	tons.
Rails upon which no advance has been made	2,802	"
Rails transferred to the Company under terms of contract, payment deferred B. O. M.	6,797	"

I have the honor to be, Sir, your obedient servant

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Secretary Railways and Canals.

OTTAWA, 23rd June, 1882.

SIR,—I have the honor to inform you that a certificate of the Chief Engineer of the Canadian Pacific Railway was issued under date the 22nd instant, showing that the Company have now a further extent of twenty miles of track laid upon which they are entitled under the Order in Council of the 19th ultimo, to receive the subsidy provided for their contract making a total of 221 miles of completed road.

The section referred to in the present certificate lies within the first 900 miles of the central section of the railway, and consequently the cash subsidy payable is at the rate of $10,000 a mile, or $200,000.

In addition the Company are entitled to a subsidy in land at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth to be retained by the Government in accordance with their contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Advance on rails, 500 tons at $50..... $187,500 = 75 per cent.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, OTTAWA, 18th June, 1882.

SIR,—I have the honor to request that, in accordance with the provision in the Company's charter, a further advance may be made on the rails and fastenings in stock and imported since the date of the last advance.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 26th June, 1882.

SIR,—The Canadian Pacific Railway Company having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway (including Mr. Dickey's report of 20th June), I have the honor to report as follows:—

In addition to the 6,797 tons of rails and fastenings transferred under the contract and not yet paid for, and to the 5,000 tons on which an advance has been made already, the Company now have 5,000 tons in stock, on which they appear to be entitled to an advance under their contract as follows:—5,000 tons at $50 per ton, $250,000; 75 per cent. of which is, $187,500.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CENTRAL SECTION.

Subsidy.—Progress Estimate No. 4

Previous Estimates.....	221	miles.
Present "	20	"
Total.....	241	"

CANADIAN PACIFIC RAILWAY,
OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 15th July, 1882.

Description of works, cash subsidy. No. of contract, C. P. R. Co.
Locality of works, west of Red River (Central Section).
Name of contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 10th July, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters No. 27,816 and 28,944.

Total value of work done and materials delivered to the 10th July, 1882:

241 miles at $10,000 per mile		$2,410,000 00
Less deduction for plant, etc., taken by the Company, as per Est. No. 1, subject to correction	$1,042,519 29	
Less amount, the deduction of which is postponed by O.C., dated 23rd May, 1882	500,000 00	
		$542,519 29
		$1,867,480 71

Memorandum, land subsidy:—

241 miles, at 12,500 acres per mile	3,012,500 acres.
Less one-fifth	602,500 "
	2,410,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÈ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now certified on this contract, $1,867,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*
Per F. J. L.

I hereby certify that 241 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, are so far completed as to admit of the running of regular trains thereon, with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*
Per F. J. L.

OTTAWA, 18th July, 1882.

SIR,—I have the honor to inform you that a certificate of the Chief Engineer of the Canadian Pacific Railway was issued under date the 15th instant, showing that the Company have now a further extent of twenty miles of track laid and in running order, together with the equipment necessary for traffic thereon, making a total of 241 miles of completed road.

Upon this certificate, under the provisions of the Order in Council of the 19th of May last, they are now entitled to receive the subsidy contemplated in their contract.

The section of twenty miles referred to in the certificate, lies within the eastern, or first 900 miles division of the Central Section of the railway, and consequently the cash subsidy payable is at the rate of $10,000 a mile, or for the twenty miles $200,000.

In addition the Company are entitled to a subsidy in land at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth to be retained by the Government under the terms of their contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDOUGALL, Esq., Auditor General.

ADVANCE ON RAILS.

10,000 tons at $50 ..... $500,000
75 per cent $375,000

CANADIAN PACIFIC RAILWAY COMPANY.

SECRETARY'S OFFICE, OTTAWA, 20th July, 1882.

SIR,—I have the honor to request that a further payment may be made on account of rails, etc., imported by the Company since the date of the last advance, for use in the construction of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

C. DRINWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 20th July, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway (including Mr. Dickey's reports of the 10th July), I have the honor to report as follows:—

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and to the 10,000 tons on which an advance has already been made, the Company now have 10,000 tons additional in stock on which they appear to be entitled to an advance, under their contract, as follows:—

10,000 tons at $50 per ton $500,000
75 per cent. of which is 375,000

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

A. P. BRADLEY, Esq., Sec. Railways and Canals.

ADVANCE ON RAILS.

8,000 tons at $50 per ton $400,000
75 per cent. of which is 300,000

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 22nd July, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway (including Mr. Dickey's report of the 15th July), I have the honor to report:—

In addition to the 6,797 tons of steel rails and fastenings, transferred under the contract and not yet paid for, and to the 20,000 tons on which an advance has already been made, the Company now have 8,000 tons additional in stock, on whic appear to be entitled to an advance, under their contract, as follows:

8,000 tons at $50 per ton $400,000
75 per cent. of which is 300,000

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Sec. Railways and Canals.

MEMO. ADVANCE ON RAILS.

Line open 31 miles west of Brandon to Flat Creek, 131 miles.

Date.	Description.	Rails in Stock.		Rails in Track.		Advances.
		Tons.	Lbs.	Tons.	Lbs.	
1882.						
Feb. 23...	Mr. Dickey's Report at end of track	7,653	576			
	do do do on line *via* Stonewall to Junction	4,475				
	Less handed over to Company under terms of contract and not yet paid for			6,797		
June 5...	Mr. Dickey's Report	8,168	1,938			
do 9...	Less subsidy on 40 miles west of Flat Creek at 100 tons per mile			4,000		
do 10...	Mr. Dickey's Report	633	124			
	Less subsidy on 3rd 20 mile section, west of Flat Creek			2,000		
do 20...	Mr. Dickey's Report	2,039	1,038			
July 8...	do do	3,715	370			
do 15...	do do	6,142	1,282			
do 15...	do do	3,558	270			
	Less subsidy on 4th 20 mile section west of Flat Creek			2,000		
do. 21...	Mr. Dickey's Report	6,502	1,416			
	Total rails delivered	42,888	294	14,797		
	Less rails in track	14,797				
		28,091	294			
	Advances—					
May 8...	On 5,000 tons at $50.75 per cent					$187,500
June 20...	5,000 do do do					187,500
uly 20...	10,000 do do do					375,000
do 22...	8,000 do do do					300,000
	28,000 tons	28,000				
	Balance	91	294			

CENTRAL SECTION.—*Subsidy.—Progress Estimate No.* 5.

Previous Estimates	241	miles.
Present "	20	"
Total	261	

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 26th July, 1882.

Description of work, cash subsidy. No. of Contract, C.P.R. Co.
Locality of works west of Red River (Central Section).
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract. 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 26th July, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and material deilvered to the 26th July, 1882:		
Less 10 per cent. drawback, retained (261 miles at $10,000)		$2,610,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1, subject to correction, $1,042,519 29; Less amount the deduction of which is postponed by O. in C., dated May 23rd, 1882, $500,000	$542,519 29	
Advance on 20 miles of steel rails, etc., delivered and covered by this estimate (2,000 tons at $50, $10,00; 75 per cent.)	75,000 00	
		$ 617,519 29
		$1,992,480 71

Memorandum, land subsidy:—

261 miles at 12,500 acres per mile	$3,262,500
Less one-fifth	652,500
	$2,610,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÈ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, $1,992,480 71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 261 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway is so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereof.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OTTAWA, 27th July, 1882.

SIR,—I have the honor to inform you, that under date the 26th inst., a certificate being the fifth estimate under the contract, was issued from the Chief Engineer, showing that the Canadian Pacific Railway Company, have now a further extent of twenty miles of track laid and in running order, together with such equipment as is required for the traffic thereon—making a total of 261 miles of road so completed.

Upon this certificate, they are entitled under the provisions of the Order in Council of the 19th of May last, to receive the subsidy contemplated in their contract.

The section of twenty miles referred to in the present certificate, lies within the Eastern or first 900 mile division of the Central Section of the railway, and consequently the cash subsidy payable is at the rate of $10,000 a mile, or for the twenty miles	$200,000

From this amount, is however to be deducted an advance on twenty miles of rails, etc. delivered, namely 2,000 tons at $50 per ton, $100,000; of which 75 per cent. was advanced in accordance with the agreement..... 75,000

$125,000

To which amount, $125,000 the Company are now entitled.

In addition they are entitled to a subsidy in land at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth to be retained by the Government under the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDOUGALL, Esq., Auditor General.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No.* 6.

Previous Estimate.....	261	miles.
Present "	20	"
Total distance.....	281	"

CANADIAN PACIFIC RAILWAY,
OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 31st July, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.
Locality of works, west of Red River (Central Section.)
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st July, 1882.

The works of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters No. 27,816 and 28,944.

Total value of work done and materials delivered to the 31st July, 1882:—

281 miles at $10,000.....		$2,810,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1, (subject to correction)....	$1,042,519 28	
Less amount, the deduction of which is postponed by O.C., dated 23rd May, 1882.....	500,000 00	
	$ 542,519 29	
Less advance of twenty miles of steel rails, etc., delivered and covered by this Estimate, 2,000 tons at $50, $100,000—75 per cent.....	75,000 00	
		617,519 29
		$2,192,480 71

Memorandum, land subsidy:—

281 miles at 12,500 acres per mile.....	3,512,500 acres
Less one-fifth.....	702,500 "
	2,810,000 "

The above is a correct estimate, made up from the returns forwarded by James A. Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÉ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, $2,192,480 71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*
per F. J. L.

I hereby certify that 281 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, are so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief*
per F. J. L.

OTTAWA, 2nd August, 1882.

SIR,—I have the honor to inform you that a certificate of the Chief Engineer of the Canadian Pacific Railway was issued this day, showing that the Company have now a further extent of 20 miles of track laid, upon which they are entitled under the Order in Council of the 19th of May last, to receive the subsidy provided for under their contract, making a total of 281 miles of completed road.

The section referred to in the present certificate lies within the first 900 miles of the Central Section of the railway and consequently the cash subsidy payable is at the rate of $10,000 a mile or $200,000. In addition the Company are entitled to a subsidy in land at the rate of 12,500 acres per mile or a total of 250,000 acres, less one fifth to be retained by the Government in accordance with their contract.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDOUGALL, Esq., Auditor, General.

ADVANCE ON RAILS.

1,400 tons at $50	$70,000
75 per cent	52,500

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 1st August, 1882.

DEAR SIR,—I have the honor to request that a further advance may be made on rails, etc., imported into Manitoba by this Company.

The last advance was made on the 22nd ultimo, on eight thousand (8,000) tons. Three hundred thousand dollars (300,000).

I understand a further certificate has since been sent in.

Yours truly,

C. DRINKWATER, *Secretary.*

A. P. BRADDEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, August 2nd, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway, including Mr. Dickey's Report to the 21st July, I have the honor to report.

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and those on which an advance has already been made as shown on the accompanying statement, the Company now have 1,400 tons additional in stock on which they appear to be entitled to an advance under their contract as follows:—

1,400 tons at $50 per ton.....$70,000
75 per cent. of which is..... 52,500

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *per F. J. L.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY—Office of the Engineer-in-Chief, Ottawa, August 1st, 1882. C. P. R. Advance on Rails.

Date.	Description.	Rails in Stock.		Rails in Track.		Advance.
		Tons.	Lbs.	Tons.	Lbs.	
1882.						$
Feb. 23...	Mr. Dickey's report at end of track.....	7,653	576	.....		
do 23...	On line via Stonewall to Junction.....	4,475	.....	.....		
	Less handed over to Company under terms of contract and not yet paid for.....	.....	.....	6,797		
June 5...	Mr. Dickey's report.....	8,168	1,938	.....		
do 9...	Less subsidy on 40 miles west of F. Creek.....	.....	.....	4,000		
do 10...	Mr. Dickey's report.....	633	124	.....		
	Less subsidy on 3rd 20-mile section west of L. Creek	.....	.....	2,000		
do 20...	Mr. Dickey's report.....	2,039	1,038	.....		
July 8...	do	3,715	370	.....		
do 15...	do	6,142	1,282	.....		
do 15...	do	3,558	270	.....		
	Less subsidy on 4th 20-mile section.....	.....	.....	2,000		
do 21...	Mr. Dickey's report.....	6,502	1,416	.....		
do 26...	Less subsidy on 5th 20-mile section.....	.....	.....	2,000		
do 31...	Mr. Dickey's report.....	3,368	1,330	.....		
	Less subsidy on 6th 20-mile section.....	.....	.....	2,000		
	Total rails delivered.....	46,256	1,624	18,797		
	Less rails in track.....	18,797				
		27,459	1,624			
	Advances, tons—					
May 8...	do 5,000	.....	.....	.....	.....	187,500
June 20...	do 5,000	.....	.....	.....	.....	187,500
July 20...	do 10,000	.....	.....	.....	.....	375,000
do 22..	do 8,000	.....	.....	.....	.....	300,000
Aug. 1...	do 1,400	.....	.....	.....	.....	52,500
	29,400					
	Less 2,000 deducted in estimate No. 5... 2,000	27,400	.....	.....	.....	1,102,500
	Less.....	.....	.....	.....	.....	75,000
	Balance.....	59	1,624	.....	.....	1,027,500

CENTRAL SECTION.—*Subsidy.—Progress Estimates, No. 7.*

Previous Estimates	281 miles.
Present	40 "
Total	321 miles.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 10th August, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.
Locality of works, west of Red River (Central Section.)
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 5th August, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No.

Total value of work done and materials delivered to the 5th August, 1882 :—

Less 10 per cent. drawback retained (321 miles at $10,000.)		$3,210,000
Less deductions for plant, etc., taken by the Company as per Est. No. 1. (subject to correction.)	$1,042,519 29	
Less the deduction postponed by O. C., dated May 23rd, 1882	500,000 00	
	$542,519 29	
Less advance on steel rails, etc., delivered and covered by the estimate 4,500 tons at $50, $225,000, 75 per cent. of which is	$168,750 00	$711,269 29
		$2,498,730 71

Memorandum, land subsidy :—

321 miles at 12,500 acres per mile	4,012,500 acres
Less one-fifth	802,500 "
	3,210,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÈ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now certified on this contract, $2,498,730,71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*
Per F. J. L.

I hereby certify that 321 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to be admit of the running of regular trains thereon, together with equipment thereof as is required by the traffic thereon.

COLLINGWOOD SCHREIBER, *Per F. J. L.*

OTTAWA, 12th August, 1882.

SIR,—I have the honor to inform you that under date the 10th instant, a certificate was issued from the Engineer-in-Chief of the Canadian Pacific Railway, being Estimate No. 7, showing that the Company have now within the eastern or first 900 miles division of the Central Section, a further extent of forty miles of track in running order, and sufficiently equipped for traffic purposes, making a total of 321 miles so completed.

From the said certificate it appears that the total value of work done and materials delivered, up to the 5th instant,

Is		$3,210,000 00
Less deductions for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, the deduction of which is postponed by O. C. dated 23rd May, 1882	500,000 00	
	$542,519 29	
Less advance on steel rails, etc., delivered and covered by their Estimate, 4,500 tons at $50, $225,000, 75 per cent	168,750 00	
		711,269 29
		$2,498,730 71
From this amount previous payments are to be deducted, such payments aggregating		2,192,480 71
Leaving a total of		$306,250 00

Payment of this sum, $306,250, should now be made to the Company, under their contract, and the Order in Council of the 23rd May last.

The Company are further entitled to receive their subsidy in land; at the rate of 12,500 acres per mile of road, or for the forty miles embraced in the present estimate, 500,000 acres less one-fifth, to be retained by the Government under the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. MACDOUGALL, Esq., Auditor-General.

ADVANCE ON RAILS.

1,350 tons at $50	$67,500
75 per cent	50,625

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 11th August, 1882.

SIR,—I have the honor to request that a further advance may be made on rails, etc., imported into Manitoba, since the date of the last advance of $52,500.

I am, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 14th August, 1882.

SIR,—In reply to your letter of the 11th instant, requesting that a further advance may be made on rails, etc., imported into Manitoba, since the date of the last advance of $52,500, I am directed to say, there are only 155 tons now on hand.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

C. DRINKWATER. Esq., Secretary C. P. R. Co.,

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 15th August, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance of steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway, including Mr. Dickey's report to the 7th instant, I have the honor to report.

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and those on which an advance has already been made as shown on the accompanying statement, the Company now have 1,350 tons additional in stock on which they appear to be entitled to an advance under their contract as follows :—

1,350 tons at $50	$67,500 00
75 per cent. of which is	506,25 00

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, *per F. J. L.*

A. P. BRADLEY, Esq., Sec. Railways and Canals.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No.* 8.

Previous Estimate	321	miles.
Present "	20	"
Total	341	"

CANADIAN PACIFIC RAILWAY.
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 23rd August, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.
Locality of works, west of Red River (Central Section.)
Name of Contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 18th August, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 18th August 1882 :—

341 miles at $10,000		$3,410,000 00
Less deductions for plant, etc., taken by the Company as per Est. No. 1, (subject to correction)	$1,042,519 29	
Less amount, the payment of which is postponed by O. C., 2rd May, 1882	500,000 00	
	$542,579 29	
Less advance on rails, etc., delivered and covered by this estimate, 6,500 at $50—$325,000 at 75 per cent	243,750 00	
		786,269 29
		$2,623,730 71

Memorandum, land subsidy :—

341 miles at $12,500 per mile	4,262,500	acres.
Less one-fifth	852,500	"
	3,410,000	

The above is a correct estimate, made up from the returns forwarded by James A. Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÈ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that at all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, $2,623,730.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief,*
per F. J. L.

I hereby certify that 341 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

OTTAWA, 22nd August, 1882

SIR,—I have the honor to inform you that under the 22nd instant a certificate, No. 8 was issued from the Chief Engineer of the Canadian Pacific Railway showing, that a further extent of twenty miles of road has been completed since his last certificate of the 10th instant.

From this it appears that the total value of the work done and material delivered up to the 18th instant, representing 341 miles of the Eastern Division of the Central

Section completed so far as to admit of the running of trains thereon, together with such equipment as is required for traffic purposes,

Is		$3,410,000 00
From which is to be deducted for plant etc, taken by the Company as per Estimate No. 1 subject to correction	$1,042,519 29	
Less the amount the payment of which is postponed by Order in Council of May 23rd for	500,000 00	
	$542,519 29	
Less advance of rails, etc., delivered and covered by the present estimate, namely, 6,500 tons at $50 a ton equal to $325,000, 75 per cent. of which the advance authorized is	$243.750 00	
		$786,269 29
Leaving a balance of		$2,623,730 71
Of this sum the books of the Accountant of the Department show that there has been already paid the sum of		$2,498,730 71
		$125,000 00

Under the terms of their contract and of the Order in Council of the 29th May last, the Company are entitled to receive payment of the said sum of $125,000.00.

The Company are further entitled to receive their subsidy in land at the rate of 12,500 acres per mile for the further extent of twenty miles now completed or 250,000 acres from which is to be retained by the Government 5 per cent. in accordance with the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor-General.

Central Section.—*Subsidy.—Progress Estimate No.* 9.

Previous Estimate	341 miles.
Present "	20 "
Total	361

Canadian Pacific Railway,
Office of Engineer in Chief, Ottawa, August 26th, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.
Locality of works, west of Red River (Central Section).
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.
Progress Estimate of work done and materials delivered from the beginning of operations under this contract to the 22nd August, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 22nd August, 1882:—

361 miles at $10,000 per mile		$3,610,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount the payment of which is postponed by O. C., May 23rd, 1882	500,000 00	
	$542,519 29	
Less advance on rails, etc., delivered and covered by this Estimate, 6,800 at $50—$340,000; 75 p. c.	255,000 00	
		797,519 29
		$2,812,480 71

Memorandum, land subsidy:—

361 miles at 12,500 acres per mile	4,512,000 acres.
Less one-fifth	902,500 "
	3,610,000 "

The above is a correct estimate made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, $2,812,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief,*
Per F. J. L.

I hereby certify that 361 miles of the Eastern Division, Central Section, C.P.R., are so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Per F. J. L.*

OTTAWA, 29th August, 1882.

SIR,—I have the honor to inform you that under date the 26th instant, a certificate (No. 9) was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 22nd instant, a further extent of 20 miles of track on the Eastern Division of the Central Section has been laid, making a total of 361 miles of road completed and equipped, so as to admit of the running of trains. Of the said certificate the following are the particulars:

Total value of work done and materials delivered to the 22nd May, 1882,

361 miles, at $10,000 per mile		$3,610,000
Less deductions for plant, etc., taken by the Company as per Estimate No. 1, (subject to correction)	$1,042,519 29	
Less amount, the payment of which is postponed by O. C., of 23rd May, 1882	$500,000 00	
	$542,519 29	
Less advance on rails, etc, delivered and covered by this estimate, 6,800 tons at $50, $340,000—75 per cent. of which the authorized advance is	255,000 00	
		797,519 29
		$2,812,480,71
Of this amount the books of the Accountant of this Department, show that there has been already paid the sum of		2,623,730 71
Leaving the balance now payable		$188,750 00

I have accordingly to request that payment may be made of the said sum of $188,750.00.

The Company are further, under the said certificate, entitled to receive their land subsidy for the further extent of 20 miles of road now completed, at the rate of 12,500 acres per mile, or a total of 250,000 acres, from which is to be deducted one-fifth, retained by the Government under the provisions of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor-General. per W. J. T.

Central Section.—*Subsidy.—Progress Estimate No.* 10.

Previous Estimates	361 miles.
Present "	20 "
Total	381 "

Canadian Pacific Railway,
Office of the Engineer-in-Chief, Ottawa, 12th September, 1882.

Description of works, cash subsidy. No. of Contract, C.P.R. Co.
Locality of works, west of Red River (Central Section).
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 20th October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 9th September, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 9th September, 1882 :—

381 miles at $10,000 per mile		$3,810,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is postponed by O.C., dated 23rd May, 1882	500,000 00	
	$542,519 29	
Less advance on rails, &c., delivered and covered by this estimate, 6,800 tons at $50, $340,000, at 75 per cent	$255,000 00	
		$797,519 29
		$3,012,480 71

Memorandum, land subsidy :—

381 miles at 12,500 acres per mile	4,762,000 acres.
Less one-fifth	952,500 "
	3,810,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Deparment.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, $3,012,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*
per F. J. L.

I hereby certify that 381 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

Memorandum.—Rolling Stock: 78 locomotives; 30 passenger, baggage, and postal cars; 218 box cars; 1,460 flat cars; 50 caboose, boarding, derrick pile, snowplough, and steam shovel cars.

OTTAWA, 13th September, 1882.

SIR,—I have the honor to inform you that under date of the 12th instant a certificate (No. 10) was issued from the Chief Engineer of the Canadian Pacific Railway showing that since the date of his last certificate the 26th instant, a further extent of twenty miles of track on the Eastern Division of the Central Section has been laid making a total of 381 miles of road completed and equipped so far as to admit of the running of trains for traffic purposes thereon.

The following are the particulars of the present certificate.

Total value of work done and materials delivered to the 9th of September, 1882:

381 miles at $10,000 per mile		$3,810,000 00
Less deductions for plant taken by the Company as per Estimate No. 1, (subject to correction)	$1,042,519 29	
Less amount, payment of which is postponed by O. C. of May 23rd 1882...	500,000 00	
	$542,519 29	
Less advance of rails, etc., delivered covered by this estimate, 6,500 tons at $50; $340,000, of which 75 per cent., the authorised advance	$255,000 00	797,519 29
		$3,012,480 71
Of this amount the books of the accountant of this Department, show that there has already been paid		2,812,480,71
Leaving the balance now payable		$200,000 00

I have accordingly to request that payment may be made to the Company of the said sum of $200,000.

The Company are further, under the present certificate, entitled to receive their land subsidy for the further extent of twenty miles of road now completed, such subsidy being at the rate of 12,500 acres per mile of road or a total of 250,000 acres, one fifth of which is retained by the Government under the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor-General. *per W. L.*

Central Section.—*Subsidy.—Progress Estimate No.* 11.

Previous Estimates	381 miles.
Present "	20 "
Total	401 "

Canadian Pacific Railway,
Office of the Engineer-in-Chief, Ottawa, 19th September, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.
Locality of works, west of Red River (Central Section).
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 19th September, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 19th September, 1882:

401 miles at $10,000		$4,010,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount payment of which is deferred by O. C., 23rd May, 1882..	500,000 00	
	$542,519 29	

Less advance on rails, etc., delivered and covered by the estimate 6,800 tons at $50 equals $340,000 75 p.c.	255,000 00	
		$797,519 29
		$3,212,480 71

Memorandum, land subsidy:—

401 miles at 12,500 acres per mile	5,012,000 acres
Less one-fifth	1,002,500 "
	4,010,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amounnt now certified on this contract, $3,212,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief.*
Per F. J. L.

I hereby certify that 401 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required by the traffic thereon.

COLLINGWOOD SCHREIBER, per *F. J. L.*

Rolling stock in use by the Canadian Pacific Railway Company on the Eastern Division of the Central Section of the Canadian Pacific Railway.—

87 locomotives; 32 passenger, baggage and postal cars; 219 box cars; 1,956 flat cars; 62 caboose, boarding and other cars.

OTTAWA, 3rd September, 1882.

SIR,—I have the honor to inform you that under date the 19th instant a certificate, No. 11, was issued from the Chief Engineer of the Canadian Pacific Railway showing that since the date of his last certificate, the 12th instant a further extent of twenty miles of track on the Eastern Division of the Central Section has been laid making in all 401 miles of road on this division, completed and equipped so far as to admit of the running of trains for traffic purposes thereon.

The following are the particulars of the present certificate:—

Total value of work done and materials delivered up to the 19th September, 1882:

401 miles at $10,000 a mile		$4,010,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount payment of which is postponed by O.C. of 23rd May, 1882	500,000 00	
	$542,519 2	

Less in advance on rails, etc., delivered and covered by this estimate, 6,800 tons at $50, $340,000 of which 75 per cent. the authorized advance is	$255,000 00	
		$797,519 29
		$3,212,480 71
Of this amount the books of the Accountant of this Department show that there has already been paid.....		$3,012,480 71
Leaving the balance now payable.....		$200,000 00

I am accordingly to request that under the authority of the Order in Council of the 19th May, 1882, payment may be made to the Company of the said sum of $200,000.

The Company are also further under the present certificate, entitled to receive their land subsidy for the further extent of twenty miles of road completed, such subsidy being at the rate of 12,500 acres per mile of road, or a total of 250,000 acres one fifth of which is, however, retained by the Government under terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary, per W. J. L.*

J. L McDougall, Esq., Auditor-General.

Canadian Pacific Railway Compway Asking Postponement for a Time of Payment of Deductions and Advances.

Canadian Pacific Railway Company,
Office of the Secretary, Montreal, 18th September, 1882.

Sir,—In view of the great stringency in the money market in the United States it will be a convenience to this Company, in connection with its financial arrangements, if the deductions from payments on account of subsidy of advances made to the Company on material, etc., can be postponed for a time; and I have the honor to request that the payment of such advances may be so deferred. When the stringency referred to has disappeared, I shall be glad to remit by cheque the amounts of such postponed deductions.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. Bradley, Esq., Sec. Railways and Canals.

Confirmation of Action under O. C. No. 28,944, re-payment of Progress Estimates No. 2 to No. 11 inclusive.

Memorandum. Ottawa, 25th September, 1882.

The undersigned has the honor to represent that upon a report made by the Chief Engineer of the Canadian Pacific Railway, and under an authority of an Order in Council of the 9th of January last, payment was made to the Canadian Pacific Railway Company of the amount of the subsidy due under their contract for an extent of road completed on the Eastern Division of the Central Section, the money subsidy so due being $1,610,000, for an extent of 161 miles of road.

That, under an Order in Council of the 19th of May, authority was given for the payment of the money subsidy which might become due upon the certificate of the Chief Engineer, approved of by the Minister or Acting Minister of Railways and Canals, and that under such order the following payments have been made :—

Estimate No. 2,	June 2, 1882,	40 miles	.....	$400,000
" 3,	" 13,	" 20	"	.....	200,000
" 4,	July 10,	" 20	"	.....	200,000
" 5,	" 26,	" 20	"	.....	200,000
" 6,	" 31,	" 20	"	.....	200,000
" 7,	Aug. 5,	" 40	"	.....	400,000
" 8,	" 12,	" 20	"	.....	200,000
" 9,	" 22,	" 20	"	.....	200,000
" 10,	Sept. 9,	" 20	"	.....	200,000
" 11,	" 19,	" 20	"	.....	200,000
Total miles.....		240			$2,400,000

The total mileage being 401, and the total payments $4,010,000.

The undersigned asks that approval may be given to the action so far taken under the Order in Council of the 19th of May last, in respect of the payment of subsidy as above shown.

Respectfully submitted,

J. H. POPE, *Acting Min. of Railways and Canals.*

COPY *of a Report of the Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 26th September*, 1882.

On a Memorandum, dated 25th September, 1882, from the Acting Minister of Railways and Canals, representing that upon a Report made by the Chief Engineer of the Canadian Pacific Railway, and under the authority of an Order in Council of the 9th of January last, payment was made to the Canadian Pacific Railway Company of the amount of the subsidy due under their contract, for an extent of road completed on the Eastern Division of the Central Section, the money subsidy so due being $1,610,000, for an extent of 161 miles of road.

That, under an Order in Council of the 19th May last, authority was given for the payment of the money subsidy which might become due upon the certificate of the Chief Engineer, approved of by the Minister or Acting Minister of Railways and Canals, and that under such Order the following payments have been made :—

Estimate No.	2, June 2, 1882,	40 miles	....	$400,000
" "	3, " 13,	" 20	"	.....	200,000
" "	4, July 10,	" 20	"	.....	200,000
" "	5, " 26,	" 20	"	.....	200,000
" "	6, " 31,	" 20	"	.....	200,000
" "	7, Aug. 5,	" 40	"	.....	400,000
" "	8, " 12,	" 20	"	.....	200,000
" "	9, " 22,	" 20	"	.....	200,000
" "	10, Sept. 9,	" 20	"	.....	200,000
" "	11, " 19,	" 20	"	.....	200,000
Total miles.....		240	.....	$2,400,000

The total mileage being 401, and the total payments, $4,010,000.

The Minister recommends that the approval of Council be given to the action so far taken under the Order in Council of the 19th of May last, in respect to payment of subsidy as above shown.

The Committee submit the above recommendation for approval, and also recommend that no further payments be made under the said Order in Council of 19th May last, but that such payments shall be made on special orders from time to time.

JOHN J. McGEE.

Hon. Minister of Railways and Canals.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No.* 12.

Previous Estimates	401	miles.
Present "	20	"
Total	421	"

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 27th September, 1882.

SIR,—I have the honor to report that the thirteenth twenty miles section, west of Flat Creek (Oak Lake) on the Canadian Pacific Railway is so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereon. This makes 421 miles from Winnipeg.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, *per F. J. L.*

A. P. BRADLEY, Sec. Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 27th September, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.
Locality of works, west of Red River (Central Section).
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 22nd September, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 22nd September, 1882:

421 miles at $10,000		$4,210,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1, (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O.C., 23rd May, 1882.	500,000 00	
	$542,519 29	
Less advance on rails, etc, delivered, and covered by this estimate, 6800 tons at $50—$340,000; 75 per cent.	255,000 00	
		797,519 29
		$3,412,480 71

Memorandum, land subsidy:—

421 miles at 12,500 acres per mile	5,262,500 acres.
Less one-fifth	1,052,500 "
	4,210,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now certified on this contract, $3,412,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief, per F. J. L.*

I hereby certify that 421 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, is so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Per F. J. L.*

Memorandum: Rolling Stock in use by the Canadian Pacific Railway Company on the Eastern Division of the Central Section.

87 locomotives; 32 passenger, baggage and postal cars; 219 box cars; 1,956 freight cars; 62 caboose, boarding and other cars.

Memorandum: OTTAWA, 28th September, 1882.

The undersigned has the honor to represent that, under date the 27th instant, a certificate, No. 12, was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 19th instant, a further extent of track on the Eastern Division of the Central Section has been laid, making a total of 421 miles of road on this division completed and equipped, so far as to allow of the running of trains for traffic purposes thereon.

The following are the particulars of the present certificate:—

Total value of work done and materials delivered up to the 22nd Sept., 1882:—		
421 miles at $10,000 a mile		$4,210,000 00
Less deduction for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O. C. of 23rd May, 1882	500,000 00	
		542,519 29
Less advance on rails, etc., delivered and covered by this Estimate, 6,800 tons at $50—$340,000; of which 75 per cent. is the authorized advance	255,000 00	
		797,519 29
		$3,412,480 71
Of this amount the books of the Accountant of the Department shows that there has already been paid		3,212,480 71
Leaving a balance now payable		$200,000 00

The Company are also, as is shown by the present certificate, entitled further to receive their land subsidy for the additional extent of 20 miles of road completed, such subsidy being at the rate of 12,500 acres per mile of road, or a total of 250,000 acres, one-fifth of which is, however, retained by the Government under the terms of the contract.

The undersigned thereupon recommends that authority be given for the payment of the said sum of $200,000 to the Company.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council on the 29th of September,* 1882.

On a Memorandum, dated the 28th September, 1882, from the Acting Minister of Railways and Canals representing that under date the 27th instant, a certificate, No. 12, was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate is the 19th instant, a further extent of track on the Eastern Division of the Central Section has been laid making a total of 421 miles of road on the Division completed and equipped so far as to admit of the running of trains for traffic purposes thereon.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 22nd September, 1882,

421 miles at $10,000 a mile		$4,210,000 00
Less deductions for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by Order in Council of 23rd May, 1882	500,000 00	
	$542,579 29	
Add advance on rails, etc, delivered and covered by this Estimate. 6,800 tons at $50, $340,000; of which 75 per cent. the authorized advance is	255,000 00	797,519 29
		$3,412,480 71
Of this amount the books of the Accountant of the Department show that there has already been paid		3,212,480 71
Leaving the balance now payable		$200,000 00

The Minister further represents that the Company are also, as is shown by the present certificate, entitled to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being at the rate of 12,500 acres per mile of road, or 250,000 acres, less one-fifth retained by the Government.

The Minister recommends that authority be given for the payment of the said sum of $200,000 to the Company.

The Committee advise that the requisite authority be given.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 30th September, 1882.

SIR,—I have the honor to inform you that, under date the 27th instant, a certificate was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 19th instant, a further extent of track on the Eastern Division of the Central Section has been laid, making a total of 421 miles of road on this division completed and equipped, so far as to admit of the running of trains for traffic purposes thereon.

The following are the particulars of the present certificate :—

Total value of work done and materials delivered up to the 22nd September, 1882,

421 miles at $10,000 a mile		$4,210,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1, (subject to correction)	$1,042,579 29	
Less amount, payment of which is deferred by Order in Council of 23rd May, 1882	500,00 000	
	$542,519 29	
Less advance on rails, etc., delivered and covered by this Estimate; 6,800 tons at $50, $340,000; of which 75 per cent. the authorized advance is	255,000 00	
		797,519 29
		$3,412,480 71
Of this amount the books of the Accountant of the Department show that there has already been paid the sum of		3,212,480 71
Leaving the balance now payable		$200,000 00

I am, accordingly, to request that under the authority of an Order in Council of the 29th instant, payment may be made to the Company of the said sum of $200,000.

The Company are also further, as is shown by the present certificate, entitled to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being 250,000 acres, one-fifth of which is, however, retained by the Government under the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. MCDOUGALL, Esq., Auditor-General.

CENTRAL SECTION.—*Subsidy, Progress Estimate No.* 13.

Previous Estimate	421 miles.
Present "	20 "
Total	441 "

NOTE.—This estimate does not include the advance on rails not covered by this estimate.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 9th October, 1882.

Description of work, cash subsidy. No. of contract, C. P. R. Co.
Locality of works, west of Red River (Central Section).
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1882.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th September, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 30th September, 1882:—

441 miles at $10,000.....		$4,410,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction).....	$1,042,519 29	
Less amount, payment of which is deferred by O. in C., 23rd May, 1882.....	500,000 00	
	$542,519 29	
Less advance on rails, etc., delivered and covered by this Estimate 8,300 tons at $50, $415,000; 75 per cent.....	311,250 00	
		853,769 29
		$3,556,230 71

Memorandum land subsidy:—

441 miles at 12,500 acres per mile.....	5,512,500
Less one-fifth.....	1,102,500
	4,410,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN,

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now dertified on this contract, $3,556,230.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief, Per F. J. L.*

I hereby certify that 441 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof, as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

Memorandum. OTTAWA, 9th, October 1882.

The undersigned has the honor to represent that, under date the 9th instant, a certificate, No. 13, was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 27th ultimo, a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section, making a total of 441 miles of road on this Division completed and equipped, so far as to admit of the running of trains for traffic purposes thereon.

That the following are the particulars of the present certificate.:—

Total value of work done and materials delivered up to the 30th September, 1882:

441 miles at $10,000 a mile.....		$4,410,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount payment of which is postponed by O. C., of 23rd May, 1882.....	500,000 00	
	$542,519 29	
Less advance on rails, etc., delivered and covered by this Estimate 8,300 tons at $50 a ton, $415,000; of which 75 per cent. the authorized advance is.....	$311,250 00	
		$853,769 29
		$3,556,230 71
Of this amount the books of the accountant show that there has been already paid.....		$3,412,480 71
Leaving the balance now payable.....		$143,750 00

That the Company are further entitled, as is shown by the present certificate, also to receive their land subsidy for the additional extent of twenty miles of road now completed, such subidy being at the rate of 12,500 acres per mile of road, or a total of 250,000 acres, less one-fifth to be retained by the Government under the contract.

The undersigned recommends that authority be given for the payment to the Company of the said sum of $143,750 00.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of the Governor General in Council, on the 12th October, 1882.*

On a Memorandum, dated 9th October, 1882, from the Acting Minister of Railways and Canals, representing that under date the 9th instant, a certificate, No. 13, was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 27th ultimo, a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section, making a total of 441 miles of road on the division completed and equipped, so far as to admit of the running of trains for traffic purposes thereon.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 30th September, 1882:

441 miles at $10,000 per mile		$4,410,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is postponed by O. C. of 23rd May, 1882	500,000 00	
	$542,519 29	
Less advance on rails, etc., delivered and covered by this estimate, 8,300 tons at $50 a ton, $415,000, of which 75 per cent., the authorized advance is	311,250 00	
		$853,769 29
		$3,556,230 71
Of this amount the Accountant's books show that there has been already paid		3,412,480 71
Leaving the balance now payable		$143,750 00

The Minister further represents that the Company are also, as is shown by the present certificate, entitled to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being at the rate of 12,500 acres per mile of road, or a total of 250,000 acres, less one-fifth retained by the Government.

The Minister recommends that authority be given for the payment of the said sum of $143,750 to the Company.

The Committee advise that the requisite authority be granted.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 12th October, 1882.

SIR,—I have the honor to inform you that an Order-in-Council was passed, a copy of which will be furnished you from the Privy Council office, authorizing the payment to the Canadian Pacific Railway Company of the further sum of $143,750 for an additional extent of twenty miles of road now completed, the particulars of the estimate of the Chief Engineer No. 13, upon which the payment was recommended, being embodied in the said Order.

I have to request that you will be pleased to make payment accordingly.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDOUGALL, Esq., Auditor-General.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No.* 14.

Previous Estimates	441 miles.
Present "	20 "
Total	461 "

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 17th October, 1882.

Description of works, cash subsidy. No. of contract, C. P. R. Co.
Locality of works, west of Red River (Central Section.)
Name of Contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1882.

Progress estimate of work done and materials delivered from the beginning of operations under this contract, to the 7th October, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters No. 27,816 and 28,944.

Total value of work done and materials delivered to the 7th October, 1882:—

461 miles, at $10,000 per mile		$4,610,000
Add advance on rails; total advance 30,750 tons at $50—$1,537,500 00; 75 per cent.	$1,153,125 00	
Less covered up by this estimate, 10,300, at $50—$515,000 00; 75 per cent.	386,250 00	
		766,875 00
		$5,376,875 00
Less deduction for plant, etc., taken by the Company as per estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O. C., 23rd May, 1882	500,000 00	
		542,519 29
		$4,834,355 71

Memorandum, land subsidy:—

461 miles, at 12,500 acres per mile	5,762,500 acres
Less one fifth	1,152,500 "
	4,610,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, $4,834,355 71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify the 461 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required by the traffic thereon.

COLLINGWOOD SCHREIBER, *Per F. J. L.*

Memorandum. OTTAWA, 13th October, 1882.

The undersigned has the honor to represent that under date the 12th instant, an estimate, No. 14, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of 20 miles of track has been laid on the Eastern Division of the Central Section, making a total of 461 miles of road on this division so far completed as to admit of the running of trains thereon, being further equipped to the extent required for the traffic.

The particulars of such estimate are as follows:

Total value of work done and materials delivered up to the 7th October, 1882:—

461 miles at $10,000 a mile		$4,610,000 00
Add advance on rails, total advance 30,750 tons, at $50—$1,537,500; 75 per cent	$1,153,125 00	
Less covered by this estimate, 10,300 at $50—515,000; 75 per cent	386,250 00	
Less deductions for plant, etc., taken by the Company, as per Estimate No. 1. (subject to correction)	1,042,519 29	766,675 00
		$5,376,875 00
Less amount, payment of which is deferred by O. C. of 23rd May, 1882	500,000 00	542,519 29
		$4,834,355 71
Of this amount the books of the Accountant of the Department show that there has already been paid the sum of		4,709,355 71
Leaving the balance now payable		$125,000 00

The present estimate further shows that the Company are entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres per mile, or a total of 250,000, less one-fifth, retained by the terms of the contract.

The undersigned recommends that authority be given for the payment to the Company of the said sum of $125,000.

Respectfully submitted,

J. H. POPE, *Acting Min. Railways and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 14th October, 1882.*

On a Memorandum, dated the 13th October, 1882, from the Acting Minister of Railways and Canals, representing that, under date the 12th instant, a certificate (No. 14) was issued from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of 20 miles of track has been laid on the Eastern Division of the Central Section, making a total of 461 miles of road on this division so far completed and equipped, as to admit of the running of regular trains for traffic thereon.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 7th October, 1882:—

461 miles at $10,000 per mile		$4,610,000 00
Add advance on rails, total advance 30,750 tons at $50—$1,537,500; 75 per cent	$1,153,125	
Less covered by this estimate 10,300 tons at $50—$515,000; 75 per cent	$386,250	766,875 00
		$5,376,875 00
Less deduction for plant, etc., taken by the Company as per estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O. C. of the 23rd May, 1882	$500,000 00	$542,519 29
		$4,834,355 71
Of this amount the books of the Accountant of the Department show that there has already been paid		$4,709,355.71
Leaving the balance now payable		$125,000 00

The Minister further represents that the present certificate shows that the Company are entitled to receive their land subsidy for the additional extent of 20 miles of road now completed, at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company, of the said sum of $125,000.

The Committee advise that the requisite authority be granted.

Hon. Minister Railways and Canals. JOHN J. McGEE.

OTTAWA, 14th October, 1882.

SIR,—I have the honor to inform you, that an Order in Council was passed authorizing payment to the Canadian Pacific Railway Company, of the further sum of $125,000, for an additional extent of twenty miles of road, making a total of 461 miles upon the Eastern Division of the Central Section.

The particulars of the estimate of the Chief Engineer, No. 14, upon which payment of this sum was recommended are embodied in the said order, a copy of which will be forwarded to you from the Privy Council.

I am to request that you will be pleased to make payment accordingly.

I have the honor to be, Sir, your obedient servant,

J. L. McDOUGALL, Esq., Auditor-General. A. P. BRADLEY, *Secretary.*

OTTAWA, 16th October, 1882.

SIR,—I have the honor by direction to inform you that an Order in Council dated the 12th inst., contains the following clause:

"The Minister further represents that the Company are also, as is shown by the present certificate, entitled to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being at the rate of 12,500 acres

per mile of road, or a total of 250,000 acres, less one-fifth retained by the Government." Further that an Order in Council dated the 14th inst., contains the following clause: "The Minister further represents that the present certificate shows that the Company are entitled to receive their land subsidy for the additional extent of twenty miles of road completed at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under contract.

I have the honor to be, Sir, your obedient servant

J. L. McDougall, Esq., Auditor-General. A. P. BRADLEY, *Secretary.*

Central Section.—*Subsidy.—Progress Estimate No.* 15.

Previous Estimates	461 miles.
Present "	20 "
Total distance	481 "

Canadian Pacific Railway,
Office of the Engineer in Chief, Ottawa, 17th October, 1882.

Description of works, cash subsidy. No. of Contract, C.P.R. Co.
Locality of works, west of Red River (Central Section).
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 17th October, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 17th October, 1882:

481 miles at $10,000		$4,810,000 00
Add advance on rails; total advance 30,750 at $50—$1,537,500; 75 per cent	$1,153,125 00	
Less covered by this estimate 12,300 at $50—$615,000; 75 per cent	461,250 00	
		$691,875 00
		$5,501,875 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which has been deferred by O. C., 23rd May, 1882	500,000 00	
		$542,519 29
		$4,959,355 71

Memorandum, land subsidy:—

481 miles at 12,500 acres per mile	6,012,500 acres
Less one-fifth	1,202,500 "
	4,810,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R Head Office.*

Total amount now certified on this contract, $4,959,355.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief, per F. J. L.*

I hereby certify that 481 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

Memorandum. OTTAWA, 17th October, 1882.

The undersigned has the honor to represent that, under date the 17th instant, an estimate, No 15, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section, making a total of 481 miles of road on this division so far completed as to admit of the running of trains thereon, and also sufficiently equipped to meet the requirements of the traffic.

The particulars of such estimate are as follows:—

Total value of work done and materials delivered up to the 17th October, 1882:

481 miles, at 10,000 per mile	$4,810,000 00	
Add advance on rails; total advance 30,750 tons, at $50 per ton, $1,537,500; 75 per cent.	$1,153,125 00	
Less covered by this estimate 12,300, at $50 —$615,000; 75 per cent.....	461,250 00	
		691,875 00
		$5,501,875 00
Less deduction for plant, taken by the Company, as per Estimate No. 1 (subject to correction).....	$1,042,519 29	
Less amount, payment of which has been deferred by O. C. 23rd May, 1882.....	500,000 00	
		542,519 29
		$4,959,355 71
Of this amount the books of the Accountant of the Department show that there has been already paid...		4,834,355 71
Leaving the balance now payable.....		$125,000 00

The present certificate further shows that the Company are entitled to receive their land subsidy for the said twenty miles, at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth to be retained under the terms of contract.

The undersigned recommends that authority be given for the payment to the Company of the said sum of $125,000.

Respectfully submitted,

J. H. POPE, *Actiny Min. Rys. and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 19th October,* 1882.

On a Memorandum, dated 17th October, 1882, from the Acting Minister of Railways and Canals, representing that, under date the 17th instant, an estimate, No. 15, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section, making a total of 481 miles of road on this division so far completed as to admit of the running of regular trains thereon, and also sufficiently equipped to meet the requirements of the traffic.

The Minister submits the following particulars of the present estimate:—

Total value of work done and materials delivered up to the 17th October, 1882,

481 miles at $10,000 per mile		$4,810,000 00
Add advance on rails: total advance 30,750 tons at $50—$1,537,500; 75 per cent	$1,153,125 00	
Less, covered by this estimate, 12,300, at $50—$615,000; 75 per cent	461,250 00	
		691,875 00
		$5,501,875 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which has been deferred by O. C., 23rd May, 1882	500,000 00	
		542,519 29
		$4,959,355 71
Of this amount the books of the Accountant of the Department show that there has already been paid		$4,834,355 71
Leaving the balance now payable		$125,000 00

The Minister further requests that the present certificate shows that the Company are entitled to receive their land subsidy for the said twenty miles at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the said sum of $125,400.

The Committee advise that the requisite authority be granted.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 19th October, 1882.

SIR,—I have the honor to inform you that an Order in Council was passed authorizing payment to the Canadian Pacific Railway Company of the sum of $125,000, being for an additional extent of twenty miles of road on the Eastern Division of the Central Section, completed and equipped so far as to admit of the running of trains. The said Order is based on a certificate, No. 15, of the Chief Engineer of the Canadian Pacific Railway, dated the 17th instant, the particulars of which it will be found to embody. I am to request that payment may be made of the sum named.

Under this certificate the Company are also entitled to receive their land subsidy for the additional twenty miles in question, at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth under the contract, and the Department of the Interior have been notified accordingly in order that such action may be taken by them as will place this quantity of land in the hands of the Company.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDOUGALL, Esq., Auditor-General.

EASTERN SECTION.—*Subsidy.—Progress Estimate No.* 1.—*Total* 20 *miles.*

Amount of certificate to date:—

Eastern Section	$307,692 20
Central Section	4,959,355 71
Total	$5,267,047 91

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 23rd October, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.

Locality of works, Eastern Section, Callander to point of junction with that portion under construction between Lake Superior and Selkirk.

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 23rd October, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 23rd October, 1882:—

20 miles west of Callander at $15,384.61 ..... $307,692 20

Memorandum land subsidy, Eastern Section:—

20 miles at 9,615·35 acres per mile	192,307·00 acres.
Less one-fifth	38,461·40 "
	153,845·60 "

The above is a correct estimate made up from the returns forwarded by Thomas Ridout. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

L. K. JONES,

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, $307,692.20. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 20 miles of the Eastern Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER.

Memorandum: OTTAWA, 25th October, 1882.

The undersigned has the honor to represent that a certificate, No. 1, dated the 23rd instant, has been received from the Chief Engineer of the Canadian Pacific Railway showing that upon the Eastern Section of the railway, there has been completed and equipped, so far as to admit of the running of trains thereon, an extent of twenty miles of road west from Callander, of which certificate the following are the particulars.

Total value of work done and materials delivered up to the 23rd October, 1882, (20 miles west of Callender) at $15,384.61 a mile; $307,692.20.

That the said certificate further shows the Company to be entitled to receive their land subsidy for the twenty miles so completed, at the rate of 9,615.35 acres a mile, or a total of 192,307 acres, less one-fifth retained under the contract.

The undersigned recommends that authority be given for the payment of the amount covered by the present certificate namely, $307,692.20.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 26th October*, 1882.

On a Memorandum, dated the 25th October, 1882, from the Minister of Railways and Canals representing that a certificate, No. 1, dated the 23rd instant, has being received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Section of the railway there has been completed and equipped so far as to admit of the running of regular trains thereon, an extent of twenty miles of road, west from Callander.

The Minister submits the following particulars of the certificate.

"Total value of work done and materials delivered up to the 23rd October, 1882. (20 miles west of Callander) at $15,384.61 a mile.—$307,692.20."

The Minister states the said certificate further shows the Company to be entitled to receive their land subsidy for the twenty miles so completed at the rate of 9,615.35 acres a mile, or a total of 192,307 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment of the amount covered by the present certificate, namely $307,692.20.

The Committee submit the above recommendation for approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 26th October, 1882.

SIR,—I have the honor to inform you that an Order in Council was passed, based on a certificate of the Chief Engineer of the Canadian Pacific Railway, No. 1, of the Eastern Section, authorizing the payment to the Company of the sum of $307,692.20 for twenty miles of road, west from Callander, being at the rate of $15,384.61 a mile.

The Company are also, under the said certificate, entitled to their land subsidy for the said twenty miles at the rate of 9,615·35 acres per mile, or a total of 192,307 acres, less one-fifth retained by the contract.

I have to request that payment may be made to the Company of the money subsidy as authorized.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. MCDOUGALL, Esq., Auditor-General.

ADVANCE ON RAILS.

600 tons at $50	$30,000
75 per cent	22,500

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 23rd October, 1882.

SIR,—I have the honor to request that a further advance may be made on rails and fastenings imported into Manitoba since the date of the last advance, and will be obliged if you will give the matter early attention.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 25th October, 1882.

SIR,—The Canadian Pacific Railway Company having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway, including Mr. Dickey's Report, up the 14th inst., I have the honor to report:—

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and those on which an advance has already been made, the Company have now 600 tons additional in stock, on which they appear to be entitled to an advance under the contract, as follows:—

600 tons at $50	$30,000
75 per cent. of which	22,500

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN Pacific Railway Company—Advance on Rails.

Date.		Description.	Rails in Stock. Tons.	Rails in Stock. Pounds.	Rails in Track. Tons.	Rails in Track. Pounds.	Advance.
1882.							$
Feb.	23	Mr. Dickey's Report (at end of track)	7,653	576			
do	23	On line *v à* Stonewall to Junction	4,475				
do	23	Less handed over to Company, under the contract, and not yet paid for			6,797		
June	5	Mr. Dickey's Report	8,168	1,938			
do	9	Less subsidy on 40 miles west of Flat Creek			4,000		
do	10	Mr. Dickey's Report	633	124			
do	10	Less subsidy on 3rd 20-mile section			2,000		
do	20	Mr. Dickey's Report	2,039	1,038			
July	8	do do	3,715	370			
do	15	do do	6,142	1,282			
do	15	do do	3,558	270			
do	15	Less subsidy on 4th 20-mile section			2,000		
do	21	Mr Dickey's Report	6 502	1,416			
do	26	Less subsidy on 5th 20 mile section			2,000		
do	31	Mr. Dickey's Report	3,368	1,330			
do	31	Less subsidy on 6th 20-mile section			2,000		
Aug.	10	Mr. Dickey's Report	1,595	820			
do	10	Less subsidy on 7th and 8th 20-mile section			4,000		
do	15	Mr. Dickey's Report	1,239	1,610			
do	22	Less subsidy on 9th 20-mile section			2,000		
do	24	Mr. Dickey's Report	1,686	170			
do	26	Less subsidy on 10th 20-mile section			2,000		
do	31	Mr. Dickey's Report	3,068	1,158			
Sept.	11	do do	2,532	510			
do	11	Less subsidy on 11th 20-mile section			2,000		
do	11	do 12th do			2,000		
do	11	Less Laid on South-Western			802	288	
do	16	Mr. Dickey's Report	2,835	1,210			
do	16	Less laid on South-Western			1,020	1,760	
do	25	Mr. Dickey's Report	1,780	1,100			
do	25	Less laid on South-Western			519	1,360	
do	27	Less subsidy on 13th 20-mile section			2,000		
Oct.	2	Mr. Dickey's Report	480	2,220			
do	2	Less laid on South-Western			931	1,620	
do	2	do Stonewall and Portage la Prairie			636		
do	9	Less subsidy on 14th 20-mile section			2,000		
do	12	do 15th do			2,000		
do	16	Mr. Dickey's Report	595	1,050			
do	16	Less laid on South-Western			1,033		
do	16	do Stonewall and Portage la Prairie			168	400	
do	17	Mr. Dickey's Report	1,103	630			
do	17	Less laid on South-Western			1,262	480	
do	17	Less subsidy on 16th 20-mile section			2,000		
do	24	Mr. Dickey's Report	1,503	1,740			
do	24	Less laid on South-Western			837	1,520	
			65,078	492	46,008	768	
		LESS—Rails in track	46,008	768			
			19,069	1,874			
		Advance— Tons.					
May	8	5,000					187,500
June	20	5,000					187,500
July	20	10,000					375,000
do	22	8,000					300,000
Aug.	1	1,400					52,500
do	15	1,350					50,625
Oct.	25	600					22,500
		31,350					1,175,625
		LESS—Deductions—					
		Estimate No. 5 2,000					
		do No. 7 2,500					
		do No. 8 2,000					
		do No. 9 300					

CANADIAN Pacific Railway Company—Advance on Rails—*Continued.*

Date.	Description.			Rails in Stock.		Rails in Track.		Advance.
				Tons.	Pounds.	Tons.	Pounds.	
1882.								
	LESS—Deductions—							
	Estimate No. 13	1,500		.....	.....	.....	.....	.....
	do No. 14	2,000		.....	.....	.....	.....	.....
	do No. 15	2,000		.....	.....	.....	.....	.....
			12,300	.....	.....	.....	.....	461,250
				19,050	.....	.....	.....	.....
	Balance			19	1,874	.....	.....	714,375

Memorandum. OTTAWA, 26th October, 1882.

The undersigned has the honor to represent that application has been made by the Canadian Pacific Railway Company, under date the 23rd instant, for an advance on a further quantity of rails and fastenings imported into Manitoba, since the date of the last advance.

That a Report received from the Chief Engineer, dated the 25th instant, together with the statement accompanying the same shows that in addition to the 6,797 tons transferred under the contract and not yet paid for, and those on which an advance has already been made, the Company now have 600 tons in stock, upon which they appear to be entitled to an advance under the contract, as follows:—

600 tons at $50	$30,000
75 per cent. of which	22,500

That from the statement submitted by the Chief Engineer it appears that, inclusive of the 600 tons now in question, the Company will, to date, have received advances as follows:—

Upon 31,350 tons	$1,175,625
Of which there have been laid in the track and deducted for 12,300 tons	461,250
Leaving in stock advanced upon but not yet laid 19,050 tons	$714,375

The undersigned recommends that authority be given for the advance now asked for, covered by the above statement, namely, $22,500.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 27th October*, 1882.

On a Memorandum, dated 26th October, 1882, from the Minister of Railways and Canals, submitting an application dated 23rd October, instant, of the Canadian Pacific Railway Company for an advance of a further quantity of rails and fastenings, imported into Manitoba since the date of the last advance.

The Minister states that the Chief Engineer, 25th instant, reported, together with the statement accompanying the same, that in addition to the 6,797 tons, trans-

ferred under the contract and not yet paid for, and those on which an advance has already been made, the Company now have 600 tons in stock upon which they appear to be entitled to an advance, under the contract, as follows:—

600 tons at $50	$30,000
75 per cent of which is	22,500

That from the statement submitted by the Chief Engineer it appears that inclusive of the 600 tons now in question, the Company will to date have received advances as follows:—

Upon 31,350 tons	$1,175,625 00
Of which there have been laid on the track and accounted for, 12,300	461,250 00
Leaving in stock advanced upon but not yet laid, 19,050	$714,375 00

The Minister recommends that authority be given for the advance now asked, covered by the above statement, namely, $22,500.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 18th November, 1882.

SIR,—Departmental No. 29,942 having been submitted to me for report, I have the honor to make the following statement.

The return of rails should be in gross tons (2,240), whereas our Inspector's returns of the quantities delivered by the Canadian Pacific Railway Company along the line were taken from the Custom House return of rails passed St. Vincent.

The Inspector only recently discovered that the Custom returns were for short tons of 2,000 lbs. each, whereas they have been returned to this office under the supposition that they were the gross ton of 2,240 lbs. each.

Advances having been made to the Company from time to time on these rails in accordance with section 9, sub-section C of their contract, the above error has resulted in an over payment.

On the 13th instant I had the honor to transmit to the Department a statement of this over estimate, accompanying certificate No. 17, covering the subsidy earned up to the 521st mile, west of Winnipeg.

The following is a copy of the statement there submitted :—

Total rails in stock by Mr. Dickey's corrected returns	60,405	tons.
Less rails in track	49,340	"
Rails on which the Company are entitled to an advance	11,165	"
Actual quantity on which the Company now have an advance	14,450	"
Over advance	3,385	"

Since the date of the above statement I have received our Inspector's certificate for a further quantity of rails which have passed St. Vincent for the use of the Canadian Pacific Railway. By latest returns the account stands as follows :—

Total rails in stock by Mr. Dickey's corrected returns	62,723	tons.
Less rails in track	49,340	"
Rails on which the Company are entitled to an advance	13,383	"
Actual quantity on which an advance has been made	14,450	"
Over estimated at date of last return, 14th November, 1882	1,067	"

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No.* 16.

Previous Estimate	481	miles.
Present "	20	"
Total	501	"

Amount of certificate to date :—

Eastern Section	$307,692 20
Central "	5,625,875 00
Total	$5,934,567 20

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 31st October, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.
Locality of works, west of Red River (Central Section.)
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th October, 1882.

The works, of which this is an estimate, are being executed by the authority o the Department of Railways and Canals, under contract numbered and dated as above also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 30th October, 1882 :—

501 miles at $10,000		$5,010,000 00
Add advance on rails; total advance, 30,759 at $50; $1,537,500 at 75 per cent	$1,153,125 00	
Less covered by this estimate, 14,300 at $50; $715,000 at 75 per cent	536,250 00	
		616,875 00
		$5,626,875 00
Less deductions for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O.C. 23rd May, 1882	500,000 00	
	$542,519 29	

Land subsidy for Central Section :—

501 miles at 12,500 acres per mile	6,262,500	acres.
Less one-fifth	1,252,500	"
	5,010,000	"

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now verified on this contract, $5,626,875. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 501 miles of the Eastern Division, Central Section of the Canadian Pacific Railway, are so far completed as to admit of the running of trains thereon, together with such equipment thereof, as is required for the traffic thereon.

COLLINGWOOD SCHREIBER.

Memorandum: OTTAWA, 31st October, 1882.

The undersigned has the honor to represent that, under date the 30th instant, a certificate (No. 16) of the Central Section of the Canadian Pacific Railway, has issued from the Chief Engineer, showing that on the Eastern Division of that section there has been completed and equipped so far as to admit of the running of trains thereon, a further extent of 20 miles of road, making a total on this Division of 501 miles.

The following are the particulars of the present certificate :—

Total value of work done and materials delivered up to the 30th October, 1882,

501 miles at $10,000 a mile		$5,010,000 00
Less advance on rails, total advance 35,750 tons at $50—$1,537,503; 75 per cent	$1,153,125 00	
Less covered by their estimate, 14,300 tons at $50—$715.000; $75 per cent	536,250 00	
		616,875 00
		$5,626,875 00
Less deducted for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O. C. dated 23rd May, 1882.	500,000 00	
		542,519 29
		$5,084,355 71
Of this amount the books of the accountant of the Department show that there has been already paid		4,959,355 71
Leaving the balance now payable		$125,000 00

That including the present certificate the amount which will have been paid to the Company is as follows:—

On Eastern Section, 20 miles	$307,892 20
On Central Section (Eastern Division) 501 miles	5,084,355 71
	$5,392,047 91

The present certificate further shows that the Company are entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth, retained under the contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of $125,000 on the present certificate.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 3rd November,* 1882.

On a Memorandum dated 31st October, 1882, from the Minister of Railways and Canals representing that under date the 30th instant, a certificate No. 16, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section of the Canadian Pacific Railway, making a total of 501 miles of road on this division, completed and equipped so far as to admit of the running of regular trains thereon.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 30th October, 1882

501 miles at $10,000		$5,010,000 00
Add advance on rails; total advance 30,750 tons at $50, $1,537,500.00: 75 per cent	$1,153,125 00	
Less covered by this Estimate 14,300 tons at $50, $715,000.75 per cent	536,250 00	$616,875 00
		$5,626,875 00
Less deducted for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount payment of which is deferred by O. C. dated 23rd May, 1882	500,000 00	
		$542,519 28
		$5,084,355 71
Of this amount the books of the Accountant of this Department, show that there has been already paid		4,959,355 71
Leaving the balance now payable		$125,000 00

That including the present certificate the total amount which will have been paid to the Company is as follows:—

On Eastern Section, twenty miles.....	$307,692 20
On Central Section (Eastern Division), 501 miles...	5,084,355 71
	$5,392,047 91

The Minister further represents that the present certificate shows that Company are entitled to receive their land subsidy for the said twenty miles, at the rate of 12,500 acres per mile or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the said sum of $125,000.

The Committee advise that the requisite authority be given.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 3rd November, 1882.

SIR,—I have the honor to inform you that an Order in Council has passed authorizing payment to the Canadian Pacific Railway Company of the sum of $125,000 for a further extent of twenty miles of road on the Eastern Division of the Central Section, shown by certificate No. 16 of the Chief Engineer, to be so far completed and equipped as to admit of the running of trains thereon, making 501 miles of road on this division so completed.

I have to request that payment may be made to the Company accordingly.

Under the said certificate the Company are entitled to receive their land subsidy for the twenty miles of road now in question at the rate of 12,500 acres per mile or a total of 250,000 acres, less one fifth retained under the contract. The Department of the Interior have been notified of this fact.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L, McDOUGALL, Esq., Auditor-General.

Central Section.—Subsidy.—Progress Estimate No. 17.

Previous Estimates.....	501	miles.
Present "	20	"
Total.....	521	"

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 13th November, 1882.

The total rails in stock by Mr. Dickey's corrected return	60,405	tons
Less rails in track.....	49,340	"
Rails on which the Company are entitled to an advance	11,165	"
Actual quantity on which the Company now have an advance	14,450	"
Over advance on	3,385	"

This over advance arose from the inspector taking the Custon House Returns as long tons, whereas they were made in tons of 2,000 lbs only.

COLLINGWOOD SCHREIBER, *per F.J.L.*

To the Secretary, Railways, and Canals.

Amount of certificate to date—Eastern Section.....	$ 307,692 20
" " Central "	5,751,875 00
	$6,059,567 20

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 11th November, 1882.

Description of work, cash subsidy. No. of contract, C.P.R. Co.
Locality of works, west of Red River (Central Section.)
Name of contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1880.

Progress of work done and materials delivered from the beginning of operations under this contract to the 8th November, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above. also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 8th November, 1882:

521 miles at $10,000 per mile.....		$5,210,000 00
Add advance on rails; total advance 30,750 at $50—$1,537,500; 75 per cent.....	$1,153,125 00	
Less covered by this estimate, 16,300 at $50—$815,000; 75 per cent...	611,250 00	
		$541,875 00
		$5,751,875 00
Less deductions for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction)....	$1,942,519 29	
Less amount, payment of which is deferred by O.C., 32rd May, 1882.	500,000 00	
	$542,519 29	

Memorandum, land subsidy for Central Section:

521 miles at $12,500 acres per mile.....	6,512,500 acres.
Less one-fifth.....	1,302,500 "
	5,210,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, $5,750,875. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 521 miles of Eastern Divison of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

Memorandum.

Rolling stock in use by the Canadian Pacific Railway Company on the Eastern Division of the Central Section:

90 locomotives; 33 passenger cars; 332 box cars; 2,019 flat cars; 79 other cars.

Memorandum. OTTAWA, 14th November, 1882.

The undersigned has the honor to represent that under date 11th instant, a certificate, No. 17, of the Central Section of the Canadian Pacific Railway, has issued from the Chief Engineer, showing that on the Eastern Division of that section there has been completed and equipped, so far as to admit of the running of trains thereon, a further extent of twenty miles of road, making a total on this division of 521 miles. The following are the particulars of the present certificate:—

Total value of work done and materials delivered up to the 8th November, 1882.

521 miles at $10,000 per mile		$5,210,000 00
Add advance on rails, total advance 30,750 tons at $50; $1,537,500; 75 per cent	$1,153,125 00	
Less covered by this Estimate 16,300 tons at $50; $815,000; 75 per cent	611,250 00	
		$541,875 00
		$5,751,875 00
Less deducted for plant, etc taken by Company as per estimate No. 1 (subject to correction.)	$1,042,519 29	
Less amount, payment of which is deferred by O. C., dated 23rd May, 1882	500,000 00	
		542,519 29
		$5,209,355 71
Of this amount the books of the Accountant of the Department show that there has been already paid		5,084,355 71
Leaving the balance now payable		$ 125,000 00

That inclusive of the sum covered by the present certificate, the total amount paid to the Company will be as follows:—

On the Eastern Section, 20 miles	$307,692 20
On the Central Section, (Eastern Division), 521 miles	5,209,355 71
	$5,517,047 91

The present certificate further shows that the Company are entitled to receive their land subsidy for the said twenty miles, at the rate of 12,500 acres a mile or a total of 250,000 acres, less one-fifth retained under the contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of $125,000, covered by the present certificate.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 15th November,* 1882.

On a Memorandum, dated 14th November, 1882, from the Minister of Railways and Canals, representing that a certificate, No. 17, dated 11th November instant, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Division of the Central Section of the railway, there has been completed and equipped, so far as to admit of the running of regular trains thereon, a further extent of 20 miles of road, making a total on this division of 521 miles.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 8th November, 1882:

521 miles at $10,000 per mile		$5,210,000 00
Add advance on rails; total advance, 30,750 tons at $50—$1,537,500; 75 per cent	$1,153,125 00	
Less covered by this Estimate, 16,300 tons at $50—$815,000; 75 p. c.	611,250 00	
		541,875 00
		$5,751,875 00
Less deducted for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O. C. dated 23rd May, 1882	500,000 00	
		542,519 29
		$5,209,355 71
Of this amount the books of the Accountant of the Department show that there has been already paid		5,084,355 71
Leaving the balance now payable		$125,000 00

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said twenty miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the aforesaid balance covered by the present certificate, namely, $125,000.

The Committee advise that payment be made accordingly.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 15th November, 1882.

SIR,—I have the honor to inform you that an Order in Council has passed, based on a certificate, No. 17, from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of 20 miles of road on the Central Section (Eastern division) has been completed and equipped so far as to admit of the running of trains thereon, making a total of 521 miles so completed on this division; and that the Company are entitled to receive for the said 20 miles, the sum of $125,000.00. Payment of this sum is authorized by the order referred to, and I have to request that the amount may be paid accordingly.

The certificate of the Chief Engineer further shows that the Company are entitled to receive their land subsidy for the same 20 miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under the contract.

I have the honor to be, sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. MCDOUGALL, Esq., Auditor-General.

ADVANCE ON RAILS.—5,000 *Tons stored at Hochelaga.*

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 10th November, 1882.

MY DEAR SIR,—We have 5,000 tons of rails stacked at Hochelaga, intended for construction west of Mattawa.

We shall not use them until the spring, and intend to leave them where they are. It would be convenient if we could have an advance on these as soon as possible. They cost us where they lie $30 per gross ton.

Will you kindly arrange for an engineer to certify for them.

Yours truly,

C. DRINKWATER, *Secretary.*

COLLINGWOOD SCHREIBER, Esq., Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 11th November, 1882.

SIR,—The Secretary of the Canadian Pacific Railway Company, by letter dated the 10th inst hereto attached, has made application for an advance on 5,000 tons of rails delivered in Montreal.

As this delivery does not appear to conform to sub-section C of section 9 of the Act of incorporation, I have taken no action.

The sub-section referred to is as follows:—

"If at any time the Company shall cause to be delivered on or near the line of the said railway, at a place satisfactory to the Government, steel rails and fastenings to be used in the construction of the railway * * * * * * * shall, upon such terms and conditions as shall be determined by the Government, advance thereon three-fourths of the value thereof at the place of delivery."

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY.
OFFICE OF THE SECRETARY, MONTREAL, 22nd November, 1882.

MY DEAR SIR,—On my return I discussed with Mr. Abbott the objections raised to advancing on Canadian Pacific Railway rails stored at Hochelaga. Mr. Abbott seems to think that it is entirely within the power of the Government to make an advance of these rails, and in support of his view I enclose a memorandum which he has prepared on this subject.

I should be very much obliged if you would submit this to Sir Charles. I hope he will take Mr. Abbott's view of it, and that you may be placed in a position to give us the required advance with as little delay as possible.

Yours faithfully,
C. DRINKWATER.

COLLINGWOOD SCHREIBER, Esq., Railways and Canals.

MEMO. FOR C. DRINKWATER, ESQ.

In the matter of advance on rails at Hochelaga.

MONTREAL, 22nd November, 1882.

The conditions of the contract, clause 9 of sub-section C, is that the Company may obtain advances upon steel rails and fastenings to be used in the construction of the railway, which has been delivered on or near the line of the railway.

I understand that steel rails and fastenings, intended for the construction of the Eastern Section, west of Callander, have been received at Hochelaga, and deposited near the railway there, and that the advance is desired upon those rails and fastenings.

I also learn that there has been some discussion as to whether these rails and fastenings are at a place which would justify an advance by the Government.

The question does not appear to me to present any difficulty.

The place where the rails are deposited is strictly within the terms of sub-section C, viz.:—"On or near the line of the said railway"—that is to say, the Canadian Pacific Railway.

The line at Hochelaga is a part of the Canadian Pacific Railway, inasmuch as it has been acquired under the powers granted by the 25th section of the Act. This section provides that as an extension of the railway authorized to be constructed, the Company may purchase, or acquire, and hold, and operate a line or lines of railway from the city of Ottawa to any point of navigable water on the Atlantic seaboard, or to any intermediate point.

This acquisition therefore constitutes an extension of the main line of railway to Montreal, which is an intermediate point between Ottawa and the Atlantic seaboard.

The 15th section provides that any extension of the main line of railway, that shall hereafter be constructed or acquired by the Company; together with the main line, and branch lines described in the previous part of the section, shall constitute the line of railway thereinafter called the Canadian Pacific Railway.

The line at Hochelaga therefore is as much the Canadian Pacific Railway as any part of the original main line, and the rails and fastenings deposited at Hochelaga are in the same position with regard to the construction beyond Callander, as rails and fastenings deposited at Winnipeg or Brandon are with regard to construction beyond Moose Jaw Creek, except that Hochelaga constitutes a base of operations, nearer the point at which those materials would be required, than Winnipeg or Brandon would do with regard to the work of construction in the extreme West.

The only point in the matter is, that the delivery must be made at a place satisfactory to the Government. I presume there can be no difficulty on this point, as Hochelaga is a place at which supervision by the Government (if it were needed) is more easily enforced there, than in the far West. The lien of the Government

can be quite as effectually established and more easily enforced there than in the far West. And it is at least as convenient for the progress of construction as any point that has yet been selected for the delivery of rails and fastenings in the North-West.

J. H. ABBOTT.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 27th November, 1882.

SIR,—The Secretary of the Canadian Pacific Railway Company, under date 22nd November, having made application for an advance on rails in stock at the Hochelaga Station of the Canadian Pacific Railway, and said by Mr. Drinkwater to be for use on the Eastern Section, I have the honor to report:

By a return from Mr. Ridout, the Engineer in charge of the Eastern Section, dated this day, I find there are 4,078 tons of rails now stored at the above named point, which at a value of say $28 per ton, would amount to $114,184; 75 per cent. of which is $85,638.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Sec. Railways and Canals.

OTTAWA, 30th November, 1882.

SIR,—The Minister having had under consideration a letter from the Secretary of the Canadian Pacific Railway Company to Mr. Schreiber, the Chief Engineer of Government railways, dated 22nd instant, covering a memorandum from Mr. Abbott, in the matter of the application for advances on rails at Hochelaga; directs me to say that, in his opinion, that part of the Quebec, Montreal, Ottawa & Occidental Railway from Ottawa to Hochelaga purchased by the Canadian Pacific Railway Company, from the Quebec Government, is now part of the Canadian Pacific Railway.

At the same time the Minister inclines to the opinion that the word "Railway" as used in the contract between this Government and the Canadian Pacific Railway Company, section 9, clause C, has a more limited meaning, and refers to the railway as defined in section 1 of the contract, and in the 1st section of 37 Vic., Chap. 14, but as there is some doubt as to the true construction of section, and as the advances asked for do not exceed three-fourths of the value of the rails, the Minister sees no objection to their being made. Care being exercised that a good title to the rails be made to Her Majesty. Papers returned.

I have the honor to be, Sir, your obedient servant,

GEO. W. BURBIDGE, *D. M. J.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

Memorandum: OTTAWA, 1st December, 1882.

The undersigned has the honor to represent that application having been made by the Canadian Pacific Railway Company for an advance upon a quantity of rails in stock at Hochelaga, not to be used until the spring, and there being some doubt as to how far the locality named could be considered as a place for delivery within the intent of the 9th section of the Act of incorporation, sub-section C, under which such advances are made, the matter has been referred to the Honorable the Minister of Justice for opinion upon the point.

That such opinion has been received, under date the 30th ultimo, the view taken being that the portion of the Quebec, Montreal, Ottawa & Occidental Railway, from

Ottawa to Hochelaga, purchased by the Company from the Quebec Government, is now part of the Canadian Pacific Railway; and that though he inclines to the opinion that the sub-section in question refers to the railway as defined by the 1st Section of the Act 1881, of the contract, yet there being some doubt as to the true construction of the section, the advance asked for may be made, provided that a good title to the rails be given to Her Majesty.

That by a Report of the 27th ultimo, the Chief Engineer gives the quantity of rails in stock at the Hochelaga station of the railway, and stated by the Secretary of the Company to be intended for use on the Eastern Section, as 4,073 tons, amounting at $28 a ton, to the sum of $114,184; 75 per cent. of which, the advance asked for, is $85,638.

The undersigned recommends that authority be given for making the advance of the sum named, $85,638.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 2nd December,* 1882.

On a Memorandum, dated the 1st December, 1882, from the Minister of Railways and Canals, submitting an application dated 10th November, ultimo, from the Canadian Pacific Railway Company, for an advance upon a quantity of rails in stock at Hochelaga, not to be used until the spring.

The Minister represents that, there being some doubt as to how far the locality named could be considered as a place for delivery within the intent of the 9th section of the Act of incorporatien, sub-section C, under which such advances are made, the matter was referred for the opinion of the Minister of Justice, who, under date 30th November, ultimo, stated that the view taken that the portion of the Quebec, Montreal, Ottawa, and Occidental Railway from Ottawa to Hochelaga, purchased by the Company from the Quebec Government, is now part of the Canadian Pacific Railway, and that though he inclines to the opinion that the sub-section in question refers to the Railway as defined by the 1st section of the Act of Incorporation, subsection C, under which such advances are made, the matter was referred for the opinion of the Minister of Justice, who, under date the 30th November ultimo, stated that the view taken that the portion of the Quebec, Montreal, Ottawa, and Occidental Railway, from Ottawa to Hochelaga, purchased by the Company from the Quebec Government, is now part of the Canadian Pacific Railway, and that though he inclines to the opinion that the sub-section in question refers to the Railway as defined by the 1st section of the Act, and 1st of the contract, yet, there being some doubt as to the true construction of the section, the advance asked for may be made, provided that a good title to the rails be given to Her Majesty.

The Minister states that by a report made on the 27th ultimo, the Chief Engineer gives the quantity of rails in stock at the Hochelaga Station of the Railway, and stated by the Secretary of the Company to be intended for use on the Eastern Section, as 4,078 tons, amounting, at $28.00 a ton, to the sum of $114,184, 75 per cent. of which, the advance asked for, $85,638, and accordingly, recommends that authority be given for making the advance of the sum named, eighty-five thousand six hundred and thirty-eight dollars ($85,638), subject to the condition as specified by the Minister of Justice.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 5th December, 1882.

SIR,—I have the honor to enclose herewith a copy of the Order in Council dated the 2nd instant, authorizing an advance to the extent of $85,638 to the Canadian Pacific Railway Company upon certain steel rails, etc., now stoved at Hochelaga; measures being taken to secure the interests of the Crown in such rails.

I have to request that you will be pleased to cause a proper bond to be prepared to this end.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

GEORGE W. BURBIDGE, Esq., Deputy Minister of Justice.

Re-ADVANCE TO CANADIAN PACIFIC RAILWAY, UPON STEEL RAILS.

OTTAWA, 13th December, 1882.

SIR,—I have the honor to enclose the necessary document to secure the Government in the above matter for execution by the Honorable the Minister of Railways and Canals; the document to be executed in duplicate in the presence of two witnesses; sealed with the Departmental seal and countersigned in the usual manner.

It would be more regular if the deeds were executed by the Company, in the first instance, but as both the Vice-Presidents of the Company were absent from Montreal, it was thought that it would expedite matters if they were executed on behalf of the Government in the first instance.

I have to request also that you will be pleased to name some person at Montreal to take delivery of the rails for the Government as that is necessary to complete the transfer.

I have honor to be, Sir, your obedient servant,

A. POWER, *for D. M. J.*

Secretary Railways and Canals.

Re-ADVANCE TO CANADIAN PACIFIC RAILWAY COMPANY, ON STEEL RAILS AT HOCHELAGA.

OTTAWA, 13th December, 1882.

SIR,—In reply to your letter of this date, I have now the honor to return the document therein enclosed; duly executed by the Minister and countersigned in the presence of two witnesses.

I am also to inform you that the Minister has appointed Mr. G. W. Robinson, Agent of the Intercolonial Railway at Montreal to take delivery of the rails.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

The Deputy Minister of Justice.

THIS AGREEMENT made between Her Majesty the Queen, represented and acting for and on behalf of the Dominion of Canada, by the Hon. Sir Charles Tupper, Minister of Railways and Canals of the Dominion, hereinafter called the Government; and the Canadian Pacific Railway Company, hereinafter called the Company, a body corporate and politic, represented by Duncan McIntyre the Vice-president, and Charles Drinkwater the Secretary thereof.

WITNESSES:

That under the terms of the existing contract between the Government and the Company for the construction of the Canadian Pacific Railway and under the Statute

in such case made and provided, the Government has advanced to the Company the sum of eighty-five thousand, six hundred and thirty-eight dollars, upon four thousand and seventy-eight tons of steel rails, amounting, at twenty-eight dollars per ton, to the sum of one hundred and fourteen thousand one hundred and eighty-four dollars; the said advance being seventy-five per cent. of the said amount; the said rails being now deposited near the line of the said Canadian Pacific Railway, in the Parish of Hochelaga, in the County of Hochelaga, in the Province of Quebec, and being intended to be used in the construction of the said railway, the receipt of which advance the said Company hereby acknowledge.

Whereof and in consideration of the said advance and as security therefor, the Company hereby assign, transfer, and convey to the Government, accepting hereof as aforesaid, the said quantity of four thousand and seventy-eight tons of steel rails, now lying in the yard of the said Company in the said parish of Hochelaga; and undertake and agree to deliver the same forthwith to whomsoever the Government shall appoint to receive possession of the same.

And it is hereby covenanted and agreed by the Company that they will not encumber the said steel rails for any purpose or in any manner or way whatever, and will not remove the same from the said yard, except for the purpose of the construction of the Canadian Pacific Railway, west of Callander, upon the portion thereof, known as the Eastern Section thereof. And the Government hereby authorizes the Company to take such portion of the said rails as shall be required for the said purpose, upon the condition (to which the Company hereby agree), that the Government shall deduct from the subsidy to be paid to the Company by the Government under the said contract, upon the settlement for each section of twenty miles of said railway, a proportion of such subsidy corresponding to the proportion of such rails which has been used in the construction of such section.

In witness whereof the parties hereto have executed these presents at the times and places set opposite their names respectively,

Signed by the said Sir Charles Tupper, at the City of Ottawa, in the Province of Ontario, on this thirteenth day of December, A. D., 1882, in the presence of, H. A. FISSAULT. D. A. McMILLAN.	CHARLES TUPPER, *Minister of Railways and Canals.* A. P. BRADLEY, *Secretary.*
Signed by the said Duncan McIntyre, and Charles Drinkwater, at the City of Montreal, in the Province of Quebec, this sixteenth day of December, A. D., 1882, in the presence of, HENRY CUTT.	D. McINTYRE, *Vice-President.* C. DRINKWATER, *Secretary.*

OTTAWA, 19th December, 1882.

SIR,—I have to inform you that a certificate has issued in favor of your Company to the extent of $85,638 being an advance upon steel rails stored at Hochelaga, secured to the Government under special bond as follows:—

4,078 tons at $28 00	$114,184 00
75 per cent. of which	85,638 00

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., *Secy., C. P. R. Co.*

re ADVANCE TO C. P. RAILWAY COMPANY ON STEEL RAILS.

SIR,—I have the honor to herewith enclose copy of a Report this day received by me from Mr. G. W. Robinson, who was appointed by the Honorable the Minister of Railways and Canals, to take delivery of the steel rails in this matter.

I have the honor to be, Sir, your obedient servant,

A. POWER, *for D. M. A.*

A. P. BRADLEY, Esq., *Secretary Railways and Canals.*

INTERCOLONIAL RAILWAY,
MONTREAL, 2nd January, 1883.

DEAR SIR,—I beg to acquaint you that acting upon an intimation received on the 30th ultimo, from Mr. H. Abbott, I have taken delivery from the Canadian Pacific Railway of a further quantity of 340 tons steel rails.

This is the balance of the entire stock now landed at Hochelaga Station; the previous lot on which an advance was made amounted, as you are probably aware to 4,078 tons.

I hold a statement showing the total quantity ex several vessels and corresponding bills of lading.

Yours truly,

G. W. ROBINSON, *Eastern P. and P. Agent.*

A. POWER, Esq., Department of Justice.

22nd January, 1883.

SIR,—Departmental No. 30,397 on the subject of an advance on rails delivered by the Canadian Pacific Railway Company at Hochelaga, having been referred to me I have the honor to report.

By a return from Mr. Ridout the Engineer in charge of the Eastern Section, dated the 20th instant, I find there are rails stored by the Company at Hochelaga as as follows:—

	Tons.
Rails delivered	4,312
Rails on which the advance has been made	4,078
Balance	234
Which at $28 per ton gives $6,552; 75 per cent	$4,914

I may add that Mr. Ridout states that the Company claim there are 4,437 tons of rails at Hochelaga, and deliver carters' receipts in proof thereof. Owing to the great depth of snow Mr. Ridout says he was unable to recount a number of piles, and it is difficult to obtain the exact quantity, he has however, satisfied himself that the quantity returned is there.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

Advance on Rails.

4,170 tons at $30	$125,100 00
75 per cent	93,825 00

MONTREAL, 16th November, 1882.

MY DEAR SIR,—I find that we cannot possbly spare the cars or the power to move the 5,000 tons rails from Montreal to Mattawa for some weeks yet. They will probably not be there until the end of December. I am sorry we cannot get an advance on them where they are, but, as I understand from Sir Charles, that this could not be done, we must get what we can on those already at Mattawa.

Would you kindly get a certificate from Mr. Ridout of these, I think that you will find that he has full particulars.

Yours truly,

C. DRINKWATER, *Secretary.*

COLLINGWOOD SCHREIBER, Esq., Railways and Canals.

OTTAWA, 20th November, 1882.

SIR,—The Secretary of the Canadian Pacific Railway Company under date 16th November, 1882, having made application for an advance on rails which they now have in stock along the line of the Canadian Pacific Railway for use of the Eastern Section, I have the honor to report.

By a return from Mr. Ridout, the Engineer in charge of the Eastern Section, dated the 18th inst, I find that after deducting for the rails in track on the first twenty miles, section west of Callander, the Company now have in stock 4,170 tons, on which they appear to be entitled to a advance under the contract as follows:—

4,170 tons at $30	$125,100 00
75 per cent. of which	93,825 00

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

CANADIAN PACIFIC RAILWAY COMPANY, ADVANCE ON RAILS.—*Eastern Section.*

	Tons.
Total rails delivered	6,170
Rails in track	2,000
Rails on which the Company are entitled to an advance under Section 9, Sub-section C, of their contract	4,170

ADVANCE ON RAILS.

	Tons.
Total rails delivered	62,723
Rails in track	51,340
Rails on which the Company are entitled to an advance under Section 9, Sub-section C, of their contract	11,383

Memorandum. OTTAWA, 21st November, 1882.

The undersigned has the honor to represent that upon an application received from the Canadian Pacific Railway Company dated the 16th inst., for an advance on rails, etc., now in stock along the line for use on the Eastern Section, the Chief

Engineer has reported under date the 20th inst., to the effect that, after making deduction for the rails laid in track on the first twenty miles section west of Callander, the Company have now in stock 4,170 tons, on which they appear to be entitled to an advance under the contract as follows:—

4,170 tons at $30—$125,100; of which 75 per cent, the extent of advance admissable is $93,825.

The undersigned recommends that authority be given for making the advance specified.

Respectfully submitted,
CHARLES TUPPER, *Minister Railways and Canals.*

CERTFIED *copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 2nd December,* 1882.

On a Memorandum, dated 21st November, 1882, from the Minister of Railways and Canals submitting an application dated the 16th of November, 1882, from the Canadian Pacific Railway Company for the advance of rails, etc., now in stock along their line for use on the Eastern Section.

The Minister represents that the Chief Engineer reported 20th November, inst., to the effect that after making deductions for rails laid in track on the first twenty miles section west of Callander, the Company have now in stock 4,170 tons on which they appear to be entitled to an advance under the contract as follows:—

4,170 tons at $30, $125,100, of which seventy-five per cent. the extent of the advance admissable is $93,825.

The Minister recommends that authority be given for making the advance as specified.

The Committee submit the above recommendation for your Excellency's approval.

JOHN J. McGEE

Hon. Minister of Railways and Canals.

OTTAWA, 27th November, 1882.

SIR,—I have not yet received the application to credit the advance to the Syndicate and debit the subsidy with the amount which the Syndicate is entitled to on rails laid down along the line of the railway.

I understand that two certificates for the sums in the neighborhood of $90,000 and $150,000 respectively have been issued.

I have the honor to be, Sir, your obedient servant,
J. L. McDOUGALL, *Auditor-General.*

T. TRUDEAU, Esq., Deputy Minister Railways and Canals.

OTTAWA, 12th December, 1882.

SIR,—I have to inform you that certificates have issued in favor of the Canadian Pacific Railway, covering advances on rails as follows:—

November 28th.—$22,500 being 75 per cent. of the value of 600 tons at $50 delivered in Manitoba.

December 5th.—$93,825 being 75 per cent. of the value of 4,170 tons at $30 a ton delivered at Mattawa.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Sec. C. P. R. Co., Montreal.

CENTRAL SECTION SUBSIDY.—*Proq. Est. No.* 18.

Previous Estimates	521 miles
Present "	20 "
Total	541 "

Amount of certificate to date:—

Eastern Section	$ 307,692 20
Central "	5,876,875 00
	$6,184,567 20

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 20th November, 1882.

Description of works, cash subsidy. No. of Contract, C.P.R. Co.
Locality of works, west of Red River (Central Section.)
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract, to the 15th November, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 15th November, 1882:—

541 miles, at $10,000 per mile		$5,410,000 00
Add advance on rails; total advance 30,750 tons at $50—$1,537,500; 75 per cent	$ 1,153,125 00	
Less covered by this estimate, 18,300, at $50—$915,000 00; 75 per cent.	686,250 00	
		466,875 00
		$5,876,875 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O.C. 23rd May, 1882	500,000 00	
	$542,519 29	

Memorandum, land subsidy for Central Section:—

541 miles, at 12,500 acres per mile	6,762,500 acres
Less one-fifth	1,352,500 "
	5,410,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in Charge of C.P.R. Head Office.*

Total amount now certified on this contract, $5,876,875. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 541 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed, as to admit of the running of trains thereon, together with such equipment thereof as is required by the traffic thereon:

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

Memorandum.

Rolling stock in use by the Canadian Pacific Railway Company, on Eastern Division of the Central Section:—94 locomotives, 37 passenger, baggage and postal cars, 364 box cars, 2,071 flat cars, 79 other cars.

OTTAWA, 20th November, 1882.

CENTRAL SECTION.—*Progress of Estimate No.* 18; *up to 15th November*, 1882.

541 miles at $10,000		$5,410,000 00
Add advance on rails; 30,750 tons	$1,153,125 00	
Less this estimate, 18,300 tons	686,250 00	
		466,875 00
		$5,876,875 00
Less deduction as per Estimate No. 1	$1,042,519 29	
Less amount, postponed by O. C., 23rd May, 1882	500,000 00	
	$542,519 29	

Land subsidy:—

541 miles, at 12,500 acres per mile	6,762,500 00 acres.
Less one-fifth	1,352,500 00 "
	5,410,000 00 "

OTTAWA, 21st November, 1882.

Memorandum.

The undersigned has the honor to represent that, under date the 20th instant, a certificate, No. 18, of the Central Section of the Canadian Pacific Railway, has issued from the Chief Engineer, showing that on the Eastern Division of that Section there has been completed and equipped so far as to admit of the running of trains thereon, a further extent of twenty miles of road, making a total on this division of 541 miles.

The following are the particulars of the present certificate.

Total value of work done and materials delivered up to the 15th November, 1882:

541 miles at $10,000 per mile		$5,410 000 00
Add advance on rails; total advance 30,750 tons at $50—$1,537,500: 75 per cent. - - -	$1,153,125 00	
Less covered by this estimate 18,300 tons, at $50—$915,000; 75 per cent. - - -	686,250 00	
		466,875 00
		$5,876,875 00

Less deduction for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction.....$1,042,519 29		
Less amount, payment of which is deferred by O. C., dated 23rd May, 1882 - - -	500,000 00	
		542,519 29
		$5,334,355 71
Of this amount the books of the Accountant of the Department show that there has been already paid, - - - - - - - -		5,209,355 71
Leaving the balance now payable, - - -		$125,000 00

That, inclusive of the sum covered by the present certificate, the total amount paid to the Company will be as follows:—

On the Eastern Section, twenty miles, - -	$ 307,692 20
On the Central Section (Eastern Division), 541 miles.	5,334,355 71
Total - - - - - - -	$5,642,047 91

The present certificate further shows the Company to be entitled to receive their land subsidy for the said twenty miles, at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under their contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of $125,000.

Respectfully submitted,

CHARLES TUPPER, *Min. Rys. and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 22nd November*, 1882.

On a Memorandum, dated 21st November, 1882, from the Minister of Railways and Canals, representing that a certificate, No. 18, dated the 20th November instant, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Division of the Central Section of the railway there has been completed and equipped, so far as to admit of the running of regular trains thereon, a further extent of twenty miles of road, making a total on this division of 541 miles.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered to the 15th November, 1882.

541 miles at $10,000 - - - -		$5,410,000 00
Add advance on rails; total advance, 30,750 tons at $50—$1,537,500; 75 per cent. - - -	$1,153,125 00	
Less covered by this estimate, 18.300 tons at $50—$91,500; 75 p. c....	686,250 00	
		466,875 00
		$5,876,875 00

Less deduction for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction).....$1,042,519 29		
Less amount, payment of which is deferred by O. C., dated 23rd May, 1882 - - -	500,000 00	
		542,519 29
		$5,334,355 71
Of this amount the books of the Accountant of the Department show that there has been already paid - - - - - -		5,209,355 71
Leaving the balance now payable - - -		$125,000 00

That inclusive of the sum covered by the present certificate, the total amount paid to the Company will be as follows:—

On the Eastern Section, twenty miles - -	$ 307,692 20
On the Central Section, Eastern Division, 541 miles.	5,334,355 71
Total - - -	$5,642,047 91

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said twenty miles at the rate of 12,500 acres a mile or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the aforesaid balance, namely, $125,000.

The Committee advise that payment be made accordingly.

Hon. Minister, Railways and Canals. JOHN J. McGEE.

OTTAWA, 22nd November, 1882.

SIR,—I have the honor to inform you that an Order in Council has passed based on a certificate No. 18, from the Chief Engineer of the Canadian Pacific Railway, showing that a furthea extent of 20 miles of road on the Central Section (Eastern Division) has been completed and equipped so far as to admit of the running of trains thereon, making a total of 541 miles so completed on this division, and that the Company are entitled to receive for the said 20 miles the sum of $125,000, payment of this sum is authorized by the Order referred to, and I have to report that the amount may be paid accordingly.

The certificate of the Chief Engineer further shows that the Company, are entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under the contract.

I have the honor to be, Sir, your obedient servant,

J. L. McDOUGALL, Esq., Auditor-General. A. P. BRADLEY, *Secretary*.

No. 33.—RELATIVE TO RE-PAYMENT BY C. P. R. CO. OF ADVANCE OF $500,000 FROM DEDUCTION.

OTTAWA, 2nd February, 1883.

SIR,—I am instructed to ask that the Department be informed whether the $500,000 referred to in an Order in Council, dated the 23rd May last, has been repaid

by the Canadian Pacific Railway Company, and if so, the manner of such re-payment.

I am, Sir, your obedient servant,

The Auditor-General. A. P. BRADLEY, *Secretary.*

OTTAWA, 3rd February, 1883.

SIR,—In reply to your letter of the 2nd instant, I append statement of advance made to the Pacific Railway Company by authority of the Order in Council 23rd May, 1882, and of its repayment.

May 25, 1882.—Advance	$500,000 00	
Dec. 19.—208 days interest at 4 per cent.	11,397 25	
		$511,397 25

Nov. 28.—By advance on rails, &c.....	$22,500 00	
By 21 days interest to 9th Dec.	51 78	
Dec. 6.—By Advance on rails	93,825 00	
By 13 days interest on do	133 67	
Dec. 11.—By deduction from land subsidy	183,675 00	
By 8 days interest land do	161 03	
Dec. 18.—By advance on rails, &c.....	127,500 00	
By 1 day's interest on do	13 97	
Dec. 19.—By advance on rails (part).....	83,536 80	
		511,397 25

I have the honor to be, Sir, your obedient servant,

J. PATTERSON, *Assistant Auditor.*

CENTRAL SECTION SUBSIDY.—*Progress Estimate No.* 19.

Previous Estimates.....	541 miles
Present "	20 "
Total.....	561 "

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 6th December, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.

Locality of work west, of Red River (Central Section.)

Name of Contractors, Canadian Pacific Railway Campany.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operation under this contract to the 3rd December, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 3rd December, 1882:—

561 miles at $10,000.....		$5,610,000 00
Add advance on rails. Total advance, 31,350 tons at $50 ; 1,567,500 tons ; 75 per cent.....	$1,175,625 00	
Less covered by this estimate, 20,300 tons at $50 ; $1,015,000 ; 75 per ct..	761,250 00	
		414,375 00
		$6,042,375 00

Less deduction for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction)	$1,042,519 29	
Less amount, payment of which is deferred by O. C., 23rd May, 1882....	500,000 00	
		$542,519 29

Memorandum, land subsidy for Central Section :—

561 miles at 12,500 acres per mile	7,012,500 acres.
Less one-fifth	1,402,500 "
	5,610,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified (the Central Section) on this contract, $6,042,375. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 561 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, is so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER.

Memorandum. OTTAWA, 7th December, 1882.

The undersigned has the honor to represent that, under date the 6th instant a certificate, No. 19, of the Central Section of the Canadian Pacific Railway, has issued from the Chief Engineer, showing that on the Eastern Division of that section there has been completed and equipped, so far as to admit of the running of trains thereon, a further extent of 20 miles of road, making a total, on this division, of 561, miles. The following are the particulars of the present certificate :—

Total value of work done and materials delivered up to the 3rd December, 1882.

561 miles at $10,000		$5,610,000 00
Add advance on rails; total advance 31,350 tons at $50, $1,567,500; 75 per cent	$1,175,625 00	
Less covered by this estimate; 20,300 tons $50, $1,015,000; 75 per cent	761,250 00	
		414,375 00
		$6,024,375 00

Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction).....	$1,042,519 29	
Less amount, payment of which is deferred by O. in C., dated 23rd May, 1882.....	500,000 00	
		542,519 29
		$5,481,855 71
Of this payment the books of the Accountant of the Department show that there has been already paid		5,356,855 71
Leaving the balance now payable.....		$125,000 00

The present certificate further shows the Company to be entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres, less one-fifth retained under the contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of $125,000.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 11th December,* 1882.

On a Memorandum, dated 7th December, 1882, from the Minister of Railways and Canals, representing that a certificate, No. 19, dated 6th December instant, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Division of the Central Section of the railway, there has been completed and equipped, so far as to admit of the running of regular trains thereon, a further extent of 20 miles of road, making a total on this division of 561 miles.

The Minister submits the following particulars of the present certificate :—

Total value of work done and materials delivered up to the 3rd December, 1882:

561 miles at $10,000.....		$5,610,000 00
Add advance on rails; total advance, 31,350 tons at $50, $1,567,500; 75 per cent.....	$1,175,625 00	
Less covered by this estimate, 20,300 tons at $50, $1,015,000; 75 per cent.....	761,250 00	
		414,375 00
		$6,024,375 00
Less deduction for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)....	$1,042,519 29	
Less amount, payment of which is deferred by O. in C., dated 23rd May, 1882..	500,000 00	
		542,519 29
		$5,481,855 71

Of this amount the books of the Accountant of the Department show that there has been already paid.....	5,356,855 71
Leaving the balance now payable..	$125,000 00

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said 20 miles, at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the aforesaid balance, covered by the present certificate, namely, $125,000.

The Committee advise that payment be made accordingly.

Hon. Minister Railways and Canals. JOHN J. McGEE.

OTTAWA, 11th December, 1882.

SIR,—I have the honor to inform you that an Order in Council has passed based upon a certificate of the Chief Engineer, No. 19, of the Central Section, authorizing the payment to the Canadian Pacific Railway Company of the sum of $125,000 for a further extent of twenty miles of road, making 561 miles on the Eastern Division of that Section so far completed and equipped as to admit of the running of trains thereon.

The said certificate shows also that the Company are entitled to receive their land subsidy for the twenty miles in question at the rate of 12,500 acres a mile or a total of 250,000 acres, less one-fifth retained. I have to request that payment may be made.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDOUGALL, Esq., Auditor-General.

ADVANCE ON RAILS.

3,400 tons at $50.	$170,000
75 per cent.....	127,500

THE CANADIAN PACIFIC RAILWAY COMPANY.
OFFICE OF THE SECRETARY, MONTREAL, 14th December, 1882.

SIR,—I have the honor to request that a further advance on account of rails and fastenings imported by the Company into the North-West since the date of the last advance may be made, as provided for in the contract.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Sec. Railways and Canals.

OTTAWA, 15th December, 1882.

SIR,—The Canadian Pacific Railway Company having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway, on the Central Section, including Mr. Dickey's report to the 1st instant, I have the honor to report.

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and those on which an advance has already been made,

the Company now have 3,400 tons additional in stock on what they appear to be entitled to an advance under the contract as follows:—

3,400 tons at $50	$170,000
75 per cent. of which is	127,500

I have the honour to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. Bradley, Esq., Secretary Railways and Canals.

Canadian Pacific Railway—Statement of Rails, Dec. 15, 1882.

Date.	Description.			Rails in Stock. Tons.	Rails in Stock. Lbs.	Rails in Track. Tons.	Rails in Track. Lbs.
	Central Section.						
	Mr. Dickey's Return at end of track			7,633	576		
	On line between Stonewall and Portage la Prairie			4,475	.....		
	Mr. Dickey's Return of rails to November 7th, 1882			52,855	1,149		
	Rails handed over to the Company under the terms of the contract and not yet paid for			.....	.....	6,797	
	Mr. Dickey's Return, 7th to 14th November			1,679	1,440		
	Less rails laid on South-West Branch			.....	.....	5,755	2,170
	do removed from line between Stonewall and Portage la Prairie			.....	.....	2,432	369
	Mr. Dickey's Return, 14th to 21st November			1,566	2,180		
	Less subsidy on 20th 20-mile section			.....	.....	40,000	
	Mr. Dickey's Return, 21st to 30th November			2,033	964		
	Total rails returned			70,263	1,829		
	Less rails in track			54,985	299		
	Rails on which the Company are entitled to an advance			15,278	1,530		
1882.	Advance—	Tons.					
May 8		5,000					
June 20		5,000					
July 15		10,000					
do 22		8,000					
Aug. 1		1,400					
do 15		1,350					
Dec. ...		600					
do 15		3,400					
			34,750				
	Deductions—						
	Estimate No. 5	2,000					
	do 7	2,500					
	do 8	2,000					
	do 9	300					
	do 13	1,500					
	do 14	2,000					
	do 15	2,000					
	do 16	2,000					
	do 17	2,000					
	do 18	2,000					
	do 19	2,000					
			20,300				
				14,450	.....		
	Balance			828	1,530		

Memorandum. Ottawa, 15th December, 1882.

The undersigned has the honor to represent that, upon an application made by the Canadian Pacific Railway Company for an advance on steel rails, etc., now in stock along the line of the Central Section, the Chief Engineer has reported under

date the 15th instant, to the effect that in addition to the 6,797 tons of rails and fastenings transferred under the contract to the Company and not yet paid for, and further, in addition to those on which an advance has already been made, they have now 3,400 tons in stock upon which they appear to be entitled to an advance under the contract as follows:—

3,400 tons at $50	$170,000
75 per cent. of which is	127,500

The undersigned recommends that authority be given for the advance to the Company of the said sum of $127,500 upon the rails in question.

Respectfully submitted,

CHARLES TUPPER, *Min. Rys. and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 15th December,* 1882.

On a Report, dated 15th December, 1882, from the Minister of Railways and Canals, submitting an application of the Canadian Pacific Railway Company, for an advance on steel rails, etc., now in stock along the line of the Central Section.

The Minister represents that the Chief Engineer has reported, under date the 15th instant, to the effect that in addition to the 6,797 tons of rails and fastenings transferred under the contract to the Company and not yet paid for, and, further in addition to those on which an advance has already been made, the Company have now 3,400 tons in stock, upon which they appear to be entitled to an advance under the contract as follows:—

3,400 tons at $50	$170,000
75 per cent of which is	127,500

The Minister recommends that authority be given for the advance to the Company of the said sum of $127,500 upon the rails, etc., in question.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister of Railways and Canals.

ADVANCE ON RAILS.

2,394 tons at $33	$79,002
75 per cent. of which is	59,250

MONTREAL, 5th December, 1882.

SIR,—We have about 2,000 tons of rails at Prince Arthur's Landing and 3,787 tons at Algoma Mills. These rails will be stored for the winter, and I have the honor to ask that an advance may be made upon them as provided for in the Company's charter.

The value of the rails where they are stored is $38 per ton.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 16th December, 1882.

SIR,—An application having been made by the Canadian Pacific Railway Company for the advance on rails delivered at the Algoma Mills, I have the honor to report.

Mr. Drinkwater on behalf of the Company, has sent me bills of lading for 3,980 tons of rails and fastenings shipped from Montreal for Algoma Mills, and receipts of Mr. Abbott, the Engineer of the Company at Algoma Mills, for delivery of the same at that place, and receipts covering the quantity shipped with the exception of about 1,200 tons.

These rails the Company allege are for use on the main line of the Canadian Pacific Railway. Their Engineers, receipt for the balance of the shipment they state could be procured, but owing to the uncertain mail service at this season would entail great delay.

No doubt, I think, exists of the fact that these rails, etc., have been forwarded to Algoma Mills, but none of our officers have taken count of them, and it is rather a difficult matter at this time for any one to do so.

If the Government consider these documents sufficient proof of the delivery of the rails and fastenings, and that they are as alleged for use on the main line of the Canadian Pacific Railway, and sanctions an advance being made, then the value of the rails etc., delivered at Algoma Mills is $35 per ton. This would give,

3,980 tons at $35	$139,300 00
75 per cent. on which is	109,475 00

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., *Secretary Railways and Canals.*

OTTAWA, 19th December, 1882.

SIR,—With reference to the application made by your Company for an advance on certain rails, etc., intended for use of the main line of the Canadian Pacific Railway, which have been forwarded to Algoma Mills. I am directed to say that the rails in question have not been delivered on the line as contemplated by the clause of the contract providing for such advances, and that therefore the Government are unable to accede to your request.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, Ottawa, 26th January, 1883.

SIR,—The Secretary of the Canadian Pacific Railway, by letter dated the 5th December last, under cover No. 30,230, having made application for an advance on steel rails and fastenings delivered at Prince Arthur's Landing, I have the honor to report:

Mr. Caddy, the Engineer in charge at Prince Arthur's Landing, reports that there were landed at that place, for the Canadian Pacific Railway Company, 2,394 tons of rails and fastenings.

In addition to the previous advances on rails, etc., on the Eastern Division of the Canadian Pacific Railway, the Company appear to be entitled under their charter to a further advance, as follows:—

2,394 tons, at $33.00, $79,002; 75 per cent of which, $59,250.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

ADVANCE ON RAILS, EASTERN DIVISION.

	26th January, 1883, Tons.	Tons.
November 20th, 1882.—Rails delivered at Mattawa and Callander....	6,170	
Less rails in Track.....	2,000	
		4,170
December 19.—Rails delivered at Hochelaga.....	4,078	
January, 23rd, 1883.— " "	234	
		4,312
January, 26th.—Rails delivered at Prince Arthur's Landing.....		2,394
Total on which advances are being made on the Eastern Division...		10,876

Memorandum. OTTAWA, 30th January, 1883.

The undersigned has the honor to represent that, under date the 5th ultimo, the Canadian Pacific Railway Company have made application for an advance on steel rails at Prince Arthur's Landing

That on the 26th instant, the Chief Engineer has reported showing that the Company have landed at the place named 2,394 tons of rails, etc., and that in addition to advances already made on rails for the Eastern Section, for which he presumes that the present stock is intended, they are entitled to an advance of $59,250, arrived at as follows:—

2,394 tons at $33.....$79,002
75 per cent. of which..... 59,250

The undersigned recommends that authority be given for such advance.

Respectfully submitted,

CHARLES TUPPER, *Min. Rys. and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the* 31st *January*, 1883.

On a Report, dated 30th January, 1883, from the Minister of Railways and Canals submitting an application dated the 5th December, 1882, from the Canadian Pacific Railway Company for an advance on steel rails at Prince Arthur's Landing.

The Minister represents that on the 26th instant, the Chief Engineer reported to the effect that the Company have landed at the place named 2,394 tons of rails, etc., and that in addition to advances already made on rails for the Eastern Section for he presumes that the present stock is intended, they are entitled to an advance of $59,250, arrived at as follows:—

2,394 tons at $33.....$79,002
75 per cent of which..... 59,250

The Minister recommends that authority be given for such advance.

The Committee submit the above recommendation for your Excellency's appeal.

JOHN J. McGEE.

Hon. Minister of Railways and Canals.

OTTAWA, 1st February, 1883.

SIR,—I have the honor to inform you that on the 31st ultimo, an Order in Council was passed authorizing an advance to your Company of $59,250 upon 2,394 tons of steel rails, etc. now in stock at Prince Arthur's Landing, further that a certificate has issued in its favor for the amount named.

I am, Sir, your obedient servant.

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Sec. C. P. R. Co.

ADVANCE ON RAILS.

800 tons, at $50.00	$40,000
75 per cent	30,000

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 16th December, 1882.

SIR:—I have the honor to request that a further advance may be made on rails, etc., imported into the North-West since the date of the last advance.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 19th December, 1882.

SIR:—The Canadian Pacific Railway Company having made application for an advance on steel rails, etc., which they now hold in stock along the line of the railway, on the Central Section, I have the honor to report:

Including Mr. Dickey's report of the 8th instant, in addition to the 6,797 tons of steel rails and fastenings transferred under the terms of the contract and not yet paid for, and those on which an advance has already been made, the Company now have eight hundred tons (800) additional in stock, on which they appear to be entitled to an advance under the contract, as follows:—

800 tons at $50.00, $40,000; 75 per cent. of which, $30,000.

I have the honor to be, Sir, Your obedient servant,

COLLINGWOOD SCHRIEBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY—Statement of Rails—Central Section.

Date.	Description.			Rails in Stock. Tons.	Rails in Stock. Lbs.	Rails in Track. Tons.	Rails in Track. Lbs.
	Mr. Dickey's Return at end of track			7,653	576		
	On line between Stonewall and Portage la Prairie			4,475			
	Mr. Dickey's Return of rails past St. Vincent to the 30th November, 1882			58,135	1,253		
	Rails handed over to the Company under terms of contract, and not yet paid for					6,797	
	Rails laid on South-Western Branch on which an advance has been made					5,755	2,170
	Rails removed between Stonewall and Portage la Prairie and laid on South-Western Branch					2,432	369
	Subsidy on 20-mile section, west of Flat Creek					40,000	
	Totals of Rails returned			70,263	1,829	54,985	299
	LESS—Rails in Track			54,983	299		
	Rails on which the Company are entitled to an advance			15,278	1,530		
1882.	Advance—	Tons.					
May 8		5,000					
June 20		5,000					
July 15		10,000					
do 22		8,000					
Aug. 1		1,400					
do 15		1,350					
Dec. ...		600					
do 15		3,400					
do 19		800					
			35,550				
	Deductions—						
	Estimate No. 5	2,000					
	do 7	2,500					
	do 8	2,000					
	do 9	300					
	do 13	1,500					
	do 14	2,000					
	do 15	2,000					
	do 16	2,000					
	do 17	2,000					
	do 18	2,000					
	do 19	2,000					
			20,300				
				15,250			
	Balance			28	1,530		

Memorandum. OTTAWA, 19th December, 1882.

The undersigned has the honor to represent that upon an application made by the Canadian Pacific Railway Company for an advance upon steel rails in stock along the line of the Central Section, the Chief Engineer has reported, under date the 19th instant, to the effect that the Company have now in stock a quantity amounting to 800 tons of steel rails and fastenings, upon which they appear to be entitled to an advance of $30,000, being 75 per cent. of the value of 800 tons, at $50 a ton.

The undersigned recommends that authority be given for the advance named, $30,000.

Respectfully submitted.

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Administrator of the Governor in Council, on the 22nd December*, 1882.

On a Memorandum, dated 19th December, 1882, from the Minister of Railways and Canals, submitting an application, dated 16th December, instant, from the Canadian Pacific Railway Company, for an advance upon steel rails in stock along the line of the Central Section.

The Minister reports that the Chief Engineer of Government Railways has reported, under date the 19th instant, to the effect that the Company have now in stock a quantity amounting to 800 tons of steel rails and fastenings, upon which they appear to be entitled to an advance of $30,000, being 75 per cent. of the value of 800 tons at $50 a ton.

The Minister recommends that authority be given for the advance, namely, $30,000.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister of Railway and Canals.

ADVANCE ON RAILS.

2,000 tons at $50	$100,000
75 per cent. of which is	75,000

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE SECRETARY, MONTREAL, 22nd December, 1882.

SIR,—I have the honor to request that a further advance, on account of rails and fastenings imported by the Company into the North-West since the date of the last advance, may be made as provided for in the contract.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 23rd December, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance on steel rails, &c., which they have now in stock along the line of the railway on the Central Section, I have the honor to report.

Including Mr. Dickey's report of the 16th instant, in addition to the 6,797 tons of steel rails and fastenings transferred under the terms of the contract and not yet paid for, and those on which an advance has already been made, the Company now have 2,000 tons additional in stock, on which they appear to be entitled to an advance under the contract as follows :—

2,000 tons at $50	$100,000
75 per cent. of which is	75,000

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY—Statement of Rails.

Date.	Description.			Rails in Stock. Tons.	Rails in Stock. Pounds.	Rails in Track. Tons.	Rails in Track. Pounds.
	Central Section.						
	Mr. Dickey's Return at end of track			7,653	567		
	On line between Stonewall and Portage la Prairie			4,475			
	Mr. Dickey's Return of rails passed St. Vincent to 7th November, 1882			52,855	1,149		
	Rails handed over to the Company under the terms of the contract and not yet paid for			.....	.....	6,797	
	Mr. Dickey's Return 7th to 14th November			1,679	1,440		
	Rails laid on South-Western Branch			.....	.....	5,755	2,170
	Rails removed from line between Stonewall and Portage la Prairie and laid on South-Western branch			.....	.....	2,432	369
	Mr. Dickey's Return 14th to 21st November			1,566	2,180		
	Less subsidy on 20—20-mile section			.....	.....	40,000	
	Mr. Dickey's Return 21st to 30th November			2,033	964		
	do 1st to 7th December			2,001	320		
				72,264	2,149	54,985	299
	Less rails in track			54,985	299		
	Rails on which the Company are entitled to an advance			17,279	1,850		
1881-2.	Advances—	Tons.					
May 8		5,000					
June 20		5,000					
July 15		10,000					
do 22		8,000					
Aug. 1		1,400					
do 15		1,350					
Dec.		600					
do 15		3,400					
do 19		800					
do 23		2,000					
			37,550				
	Deductions—						
	Estimate No. 5	2,000					
	do 7	2,500					
	do 8	2,000					
	do 9	300					
	do 13	1,500					
	do 14	2,000					
	do 15	2,000					
	do 16	2,000					
	do 17	2,000					
	do 18	2,000					
	do 19	2,000					
			20,300				
				17,250			
	Balance still in hand			29	1,850		

Memorandum. OTTAWA, 29th December, 1882.

The undersigned has the honor to represent that under date, of the 22nd instant application has been made by the Canadian Pacific Railway Company for a further advance on steel rails and fastonings imported into the North West, and that a report received from the Chief Engineer, dated the 23rd ultimo shows that in addition to the 6,797 tons transferred under the term of their contract, to the Company and not yet paid for, they have now in stock 2,000 tons upon the line of the Railway on the Central Section which they appear to be entitled to an advance of $75,000, being 75 per cent. of the value of these rails at $50 a ton.

The undersigned recommends that the said advance be authorized.

Respectfully submitted

J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED *copy of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Administrator of the Governor in Council, on the 5th January*, 1883.

On a Memorandum, dated 29th December, 1882, from the Acting Minister of Railways and Canals submitting an application dated 22nd December instant, from the Canadian Pacific Railway Company for a further advance on steel rails and fastenings imported into the North-West.

The Minister represents that the Chief Engineer of Government Railways has reported, under date 23rd December instant, that in addition to the 6,797 tons transferred, under the terms of their contract to the Company and not yet paid for, they have now in stock 2,000 tons on the line of the Railway on the Central Section upon which they appear to be entitled to an advance of $75,000 being 75 per cent. of the value of these rails at $50 a ton.

The Minister recommends that the advance be authorized accordingly.

The Committee submit the above recommendation for your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

ADVANCE ON RAILS.

2,100 tons at $50	$105,000
75c. per ton	78,750

CANADIAN PACIFIC RAILWAY COMPANY,
SECRETARY'S OFFICE, OTTAWA, 9th January, 1882.

SIR,—I have the honor to request that a further advance may be made on material imported into Manitoba since the date of the last advance as provided for in the Company's charter.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Sec. Railways and Canals.

OTTAWA, 16th January, 1883.

SIR,—The Canadian Pacific Railway Company having made application for an advance on rails, etc., delivered along the line of the Railway of the Central Section. I have the honor to report.

Including Mr. Dickey's Report of the 15th inst., in addition with 6,797 tons of steel rails and fastenings transferred under the terms of the contract and not yet paid for and those on which an advance has already been made, the Company now have $2,100 tons additional in stock on which they appear to be entitled to an advance under their contract as follows:—

2,100 tons at $50	$105,000
75 of which cent	78,750

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq.. Sec. Railways and Canals.

Memorandum. OTTAWA, 16th January, 1883.

The undersigned has the honor to represent that, upon an application made by the Canadian Pacific Railway Company for an advance on rails delivered along the line of the Central Section of that railway, a report has been made by the Chief

Engineer, dated the 16th instant, showing that in addition to the 6,797 tons of rails and fastenings transferred under the terms of the contract and not yet paid for, the Company have in stock 2,100 tons. on which they appear to be entitled to an advance under their contract of $78,750, being 75 per cent. of the value of this quantity at $50 a ton.

The undersigned recommends that the advance of the amount named be authorized.

Respectfully submitted,
CHARLES TUPPER, *Min. Rys. and Canals.*

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Governor in Council, on the 19th January,* 1883.

On a Memorandum dated 16th January, 1883, from the Minister of Railways and Canals, submitting an application from the Canadian Pacific Railway Company for an advance on rails delivered along the line of the Central Section of that railway.

The Minister states that a report under date 16th January, instant, of the Chief Engineer shows that, in addition to the 6,797 tons of rails and fastenings transferred under the terms of the contract, and not yet paid for, the Company have in stock 2,100 tons on which they appear to be entitled to an advance under their contract of $78,750, being 75 per cent. of the value of this quantity at $50 a ton.

The Minister accordingly recommends that he be authorized to make an advance of the amount above specified.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No.* 20.

Previous Estimates	561	miles.
Present "	20	"
Total	581	"

Amount of certificate to date:

Eastern Section	$ 487,155 20
Central "	6,535,625 00
	$7,022,780 20

CANADIAN PACIFC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, January 23rd, 1883.

Description of works, cash subsidy. No. of Contract, C.P.R. Co.
Locality of works west of Red River (Central Section.)
Name of contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 23rd January, 1883.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 23rd January, 1883:-

581 miles at $10,000		$5,810,000 00
Add advance on rails. Total advance, 39,650 tons at $50=1,982,500, at 75 per cent	$1,486,875 00	
Less covered by the estimate, 20,300 tons at $50=$1,015,000 at 75 p. c.	761,250 00	
		725,625 00
		$6,535,625 00

Memorandum, land subsidy, 581 miles at $12,500.. 7,262,500 acres.
Less one-fifth..... 1,452,500 "
5,810,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on the Central Section of this contract, $6,535,625 00. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief, per F. J. L.*

I hereby certify that 581 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

Memorandum.

Rolling stock in use by the Canadian Pacific Railway Company, on the Eastern Division of the Central Section:—

94 locomotives; 37 passenger, baggage and other cars; 364 box cars; 2,154 flat cars; 79 other cars.

Memorandum. OTTAWA, 23rd January, 1883.

The undersigned has the honor to represent that, under date the 23rd instant, a certificate No. 20 of the Central Section of the Canadian Pacific Railway has issued from the Chief Engineer, showing that on the Eastern Division of that section there has been completed and equippped so far as to admit of the running of trains thereon, a further extent of 20 miles of road, making a total on this division of 581 miles. The following are the particulars of the present certificate.

Total value of work done and materials delivered up to the 23rd of January, 1883:

581 miles at $10,000		$5,810,000 00
Add advance on rails; total 36,650 tons at $50=$1,982,500; 75 per cent. of which equals	$1,486,875 00	
Less covered by this estimate, 20,300 tons at $50=$1,015,000; 75 per cent. of which equals	761,250 00	
		725,625 00
		6,535,625 00
Of this amount the books of the Accountant of the Department show that there has been paid to date the sum of	$6,256,875 00	
To be added to which is the sum of $78,750, being an advance approved by the Honorable the Privy Council on a recommendation dated the 15th instant	78,750 00	
		6,335,625 00
Leaving the balance now payable		$200,000 00

The undersigned would here observe that the Company have paid, in full, the sum $1,042,519.29 for plant, etc., taken over by them, details as to the repayment of which have figured in all preceding estimates of the Chief Engineer.

The present certificate further shows the Company to be entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of $200,000.

Respectfully submitted,

CHARLES TUPPER, *Min. Railways and Canals.*

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Administrator of the Government in Council on the 29th January,* 1883.

On a memorandum dated 23rd January, 1883, from the Minister of Railways and Canals, representing that a certificate No. 20, dated 23rd January, instant, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Division of the Central Section of the railway, there has been completed and equipped, so far as to admit of the running of regular trains thereon, a further extent of 20 miles of road, making a total on this division of 581 miles.

The Minister submits the following particulars of the present certificate.

Total value of work done and materials delivered up to the 23rd of January, 1883:—

581 miles at $10,000		$5,810,000 00
Add advance on rails, total 39,650 tons at $50—$1,982,500; 75 per cent of which equals	$1,486,875 00	
Less covered by this estimate, 20,300 tons at $50=$1,015,000; 75 per cent. of which equals	761,250 00	
		725,625 00
		$6,535,625 00
Of this amount the books of the Accountant of the Department shows that there has been paid to date the sum of	$6,256,875 00	
To be added to which in the sum of $78,750, being an advance approved by Order in Council dated the 19th January instant	78,750 00	
		6,335,625 00
Leaving the balance now payable		$ 200,000 00

The Minister further submits that the Company have paid in full the sum of $1,042,519.29 for plant, etc., taken over by them, details as to the re-payment of which have figured in all preceding estimates of the Chief Engineer.

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said 20 miles, at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the aforesaid balance covered by the present certificate, namely, $200,000.

The Committee advise that payment be made accordingly.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 30th January, 1883.

SIR,—I have your application to pay the Canadian Pacific Railway Company $200,000 for another twenty miles of track completed. If a deduction of $75,000 is not to be made, be good enough to certify that no rails, upon which advances were made, have been used in the last twenty miles of track completed.

I have the honor to be, Sir, your obedient servant,

J. L. McDOUGALL, *Auditor-General.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

30th January, 1883.

Mr. Schreiber reports that no advances have been made on the rails laid on the twenty miles of road.

C. SCHREIBER.

OTTAWA, 30th January, 1883.

SIR,—In reply to your note of this date, with reference to this last certificate for $200,000 for the Canadian Pacific Railway Company, I have to state that the Chief Engineer says no advance has been made on the rails laid on the twenty miles of road for which that certificate was given.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDOUGALL, Auditor-General.

ADVANCE ON RAILS.

3,650 tons at $50 per ton	$182,500
75 per cent	136,875

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 27th January, 1883.

SIR,—I have the honor to request that a further advance may be made on rails and fastenings imported into Manitoba, since the date of the last advance, and shall be obliged if you will give the matter early attention.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Sec. Dept. Rys. and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 31st January, 1883.

SIR,—The Canadian Pacific Railway Company having made application for an advance on rails and fastenings delivered along the line of the Canadian Pacific Railway on the Central Section, I have the honor to report.

Including Mr. Dickey's Report to the 21st instant, in addition to the 6,797 tons of steel rails and fastenings transferred under the terms of the contract, and not yet paid for, and those on which an advance has already been made, the Company now have 3,650 tons in stock, on which they appear to be entitled to an advance under their contract, as follows:—

3,650 tons, at $50 per ton	$182,500
75 per cent. of which	136,875

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY—Statement of Rails, January 31st, 1883.

Date.	Description.			Rails in Stock. Tons.	Rails in Stock. Lbs.	Rails in Track. Tons.	Rails in Track. Lbs.
	Central Section.						
	Mr. Dickey's Return at end of track			7,653	576		
	On line between Stonewall and Portage la Prairie			4,475	.....		
	Mr. Dickey's Return of Rails passed St. Vincent to November 7th, 1882			52,855	1,149		
	Rails handed over to the Company under the terms of the contract and not yet paid for			.....	.....	6,797	
	Mr. Dickey's Return November 7th to 14th			1,679	1,440		
	Rails laid on S.-Western branch for Emerson			.....	.....	5,755	2,170
	do do and removed from Line between Stonewall and Portage la Prairie			.....	.....	2,432	369
	Mr. Dickey's Return, Nov 14th to 21st			1,566	2,180		
	Less subsidy on 20th 20-mile section			.....	.....	40,000	
	Mr. Dickey's Return, Nov. 21st to 30th			2,033	964		
	do Dec. 1st to 7th			2,001	320		
	do do 7th to 31st			4,105	194		
1883.	Less subsidy on 21st 20-mile section			.....	.....	2,000	
	Mr. Dickey's Return, January 1st to 21st			3,631	.....		
	Totals			80,001	103	56,985	299
	Less rails in track			56,985	299		
	Rails on which the Company are entitled to an advance			23,015	2,044		
1882.	Advances—	Tons.					
May 8		5,000					
June 20		5,000					
July 15		10,000					
do 22		8,000					
Aug. 1		1,400					
do 15		1,350					
Dec. ...		600					
do 15		3,400					
do 19		800					
do 23		2,000					
1883.							
Jan. 16		2,100					
do 31		3,650					
			43,300				
	Deductions—						
	Estimate No. 5	2,000					
	do 7	2,500					
	do 8	2,000					
	do 9	300					
	do 13	1,500					
	do 14	2,000					
	do 15	2,000					
	do 16	2,000					
	do 17	2,000					
	do 18	2,000					
	do 19	2,000					
			20,300				
				23,000			
	Balance still on hand			15	2,044		

Memorandum. OTTAWA, 31st January, 1883.

The undersigned has the honor to represent that upon an application made by the Canadian Pacific Railway Company for an advance on rails delivered along the line of the Central Section of that railway, a report has been made by the Chief Engineer, dated this day, showing that in addition to the 6,797 tons of rails and fastenings transferred under the terms of the contract and not yet paid for, the Company have in stock on the line of railway, Central Section, 3,650 tons, on which they

appear to be entitled to an advance, under their contract, of $136,875, being 75 per cent. of the value of this quantity at $50 per ton.

The undersigned recommends that the advance of the amount named be authorized.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 31st January, 1883.*

On a memorandum, dated 31st January, 1883, from the Minister of Railways and Canals, submitting an application from the Canadian Pacific Railway Company for an advance on rails delivered along the line of the Central Section of that railway;

The Minister represents that the Chief Engineer has made a Report of even date, showing that, in addition to the 6,979 tons of rails and fastenings, transferred under the terms of the contract, and not yet paid for, the Company have in stock on the line of railway, Central Section, 3,650 tons, on which they appear to be entitled to an advance, under their contract, of $136,875, being 75 per cent. of the value of this quantity at $50 per ton.

The Minister recommends that the advance of the amount named be authorized.

The Committee submit the above Memorandum for your Excellency's approval.

JOHN J. McGEE.

OTTAWA, 8th December, 1882.

DEAR SIR,—In reply to your enquiry I beg to say that Mr. Stephen, the President of the C. P. R. Co. has agreed with Hon. J. H. Pope and myself to construct and complete the railway from Emerson to the junction of the South Western Branch of the C. P. R. during the coming season, provided you will secure the construction of a suitable bridge to cross the Red River with free right of way through the town on both sides of the river. With a view of promoting this settlement of this question, I will submit, for the approval of His Excellency the Governor in Council, a proposal to provide, subject to the sanction of Parliament, an increase of the grant for a bridge at Emerson from thirty to fifty thousand dollars in case a suitable bridge be constructed for railway as well as ordinary traffic.

I will wire you the decision of Council as soon as it is obtained.

I remain, yours faithfully,

CHARLES TUPPER.

THOMAS CARNEY, Esq., Mayor of Emerson.

Memorandum. OTTAWA, 9th December, 1882.

The undersigned has the honor to represent that, by an arrangement verbally made with the Hon. J. H. Pope and himself, the Canadian Pacific Railway Company have undertaken to construct and complete, during the coming season, a line of railway connecting the town of Emerson with their South-Western branch at the point where the line running south from Winnipeg meets the line running westwards, provided that the town will secure the construction of a suitable bridge to cross the Red River, and will furnish free right of way through the towns on both sides of the river.

That at the last session of Parliament, the sum of $30,000 was voted to the Department of Public Works, in order to aid the Corporation of Emerson in building a bridge over the Red River, the plans, etc., to be approved by His Excellency the Governor General in Council.

The undersigned would now recommend that authority be given for placing in the Estimates to be laid before Parliament at its forthcoming Session, a further sum of $20,000 (twenty thousand dollars), making a total of $50,000 to be granted to the Corporation of the town of Emerson, provided that a suitable bridge be constructed over the Red River, for both railway and ordinary traffic.

Respectfully submitted.

CHARLES TUPPER, *Minister of Railways and Canals.*
Acting Minister of Public Works.

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by the Deputy of His Excellency the Governor in Council on the 11th December,* 1882.

On a Joint Memorandum dated 9th December, 1882, from the Minister of Railways and Canals, and the Acting Minister of Public Works representing that the Canadian Pacific Railway Company undertake to construct and complete during the coming season a line of railway connecting the town of Emerson with the South Western branch at the point where the line running south from Winnipeg meets the line running westwards, provided that the town will secure the construction of a suitable bridge to cross the Red River and will furnish free right of way through the towns on both sides of the River.

The Ministers observe that at the last Session of Parliament the sum of $30,000 was voted in order to aid the Corporation of Emerson in building a bridge over the Red River.

The Ministers recommend that authority be given for placing in the Estimates to be laid before Parliament at its forthcoming Session, a further sum of $20,000, making a total of $50,000 to be granted to the Corporation of the town of Emerson, provided that a suitable bridge be constructed over the Red River for both railway and ordinary traffic.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. McGEE.

The Hon. Minister Railways and Canals.

OTTAWA, 12th December, 1882.

Council have agreed to put twenty thousand dollars additional in the Estimates as proposed in my letter.

CHARLES TUPPER.

THOMAS CARNEY, Esq., Mayor. Emerson, Man.

OTTAWA, 12th December, 1882.

SIR,—By direction I enclose herewith, for your information, a copy of an Order in Council dated 11th instant, authorising the placing in the Estimates of a further sum of $20,000 in addition to the $30,000 voted last Session, to be granted to the Corporation of Emerson in aid of the construction of a combined railway and ordinary traffic bridge across the Red River, the notification of the passage of such order having been telegraphed you by the Minister this morning.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

THOMAS CARNEY, Esq., Mayor, Emerson, Man.

OTTAWA, 12th December, 1882.

SIR,—I am directed to forward, for your information, the enclosed copy of an Order in Council passed on the 11th inst., authorizing the placing in the Estimates to be laid before Parliament at its next Session, of a further sum of $20,000, in addition to the $30,000 voted last Session, to be granted to the Corporation of the town of Emerson, in aid of the construction of a combined railway and ordinary traffic bridge across the Red River.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Sec. C.P.R. Co., Montreal.

MONTREAL, 13th December, 1882.

SIR,—I have the honor to acknowledge receipt of your letter of the 12th inst., enclosing copy of an Order in Council, passed on the 11th inst., authorizing the placing in the Estimates to be laid before Parlisment at its next Session, of a further sum of $20,000, in addition to the $30,000 voted last Session, to be granted to the Corporation of the town of Emerson, in aid of the construction of a combined railway and ordinary traffic bridge across the Red River.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Sec. Railways and Canals.

RESOLUTION

(27a)

Of the House of Commons, dated 20th February, 1882,—For a Memorandum as to substitution of Canadian Pacific Railway of Credit Valley Stock for $1,000,000 cash deposit.

INDEX TO PAPERS IN CONNECTION WITH SUBSTITUTION OF CREDIT VALLEY STOCK FOR $1,000,000 DEPOSITED BY CANADIAN PACIFIC RAILWAY COMPANY.

A. Memorandum with reference thereto.
B. Application from Mr. Angus, November 24, 1882.
C. Report to Council by Minister of Finance, recommending substitution November 24, 1882.
D. Order in Council, November 25, 1882.
E. Resolutions of Credit Valley Railway Company shareholders as to issue of debenture stock passed at Toronto, July 8, 1881. (Certified copy.)
F. Form of Credit Valley Railway Company 5 per cent permanent debenture stock certificate.
G. By-laws and regulations of the Credit Valley Railway Company regulating the issue and transfer of the permanent 5 per cent. debenture stock.
H. Assignment and agreement executed (in duplicate) by George Stephen, Esq., representing the Canadian Pacific Railway Company, and the Honorable the Minister of Finance. The other copy was returned to the Canadian Pacific Railway Company, as per letter No. 7.

J. Correspondence as follows:—

1. Letter from the Deputy Minister of Finance to the Deputy Minister of Justice, dated November 25, 1882, enclosing application from Mr. Angus, and certificate of stock therewith enclosed, and asking as to the steps necessary to have the same transferred to the Minister of Finance.
2. Letter from the Deputy Minister of Justice to the Deputy Minister of Finance, dated November 25, 1882, in answer to No. 1.
3. Letter from the Deputy Minister of Finance, to George Stephen, Esq., President of the Canadian Pacific Railway Company, dated November 25, 1882, enclosing copy of the Order in Council authorizing the exchange and a copy of letter No. 2, from the Deputy Minister of Justice, and also the stock certificate, and requesting him to send the necessary form to have the transaction carried into effect.
4. Letter from C. Drinkwater, Esq., Secretary Canadian Pacific Railway Company dated November 27, 1882, to the Deputy Minister of Finance, acknowledging the receipt of the letter of the 25th to Mr. Stephen, and enclosing assignment (H) in duplicate, and stock certificate endorsed with a power of attorney to Mr. A. Fraser to transfer the stock to the Minister of Finance.
5. Letter from the Deputy Minister of Finance to the Deputy Minister of Justice forwarding the assignment with a request to be informed if the same is in order, November 28, 1882.
6. Letter from the Deputy Minister of Justice to the Deputy Minister of Finance, dated November 28, 1882, in answer to No. 5—papers satisfactory.

7. Letter from the Deputy Minister of Finance to Mr. Drinkwater, dated November 28, 1882, returning one copy of the assignment duly executed and informing him that the certificate had been sent to Mr. Fraser and when advised by him that that matter was in order money would be paid over, also informing him of the non-receipt of the copy of the resolutions passed by the shareholders of the Credit Valley Railway Company, authorizing the issue of the stock.
8. Letter from Mr. Drinkwater to Deputy Minister of Finance, dated November 28, 1882, enclosing papers E, F and G.
9. Letter from the Deputy Minister of Finance to A. Fraser, Esq., A. R. G., Toronto, dated November 28, 1882, enclosing certificate received from Mr. Drinkwater with power of attorney therein and requesting him to procure a new certificate.
10. Telegram from Mr. Fraser to the Deputy Minister of Finance, dated November 29, 1882, that the transfer was completed.
11. Letter from Mr. Fraser to Deputy Minister of Finance, dated November 29, 1882, enclosing certificate in favor of the Honorable the Minister of Finance.
12. Letter from C. H. Terry for the Deputy Minister of Finance to Mr. Fraser, dated November 30, 1882, acknowledging the receipt of No. 11, and certificate enclosed.
13. Letter from Deputy Minister of Finance to Messrs. Morton, Rose & Co., enclosing certificate for countersignature, dated November 30, 1882.
14. Letter from Messrs. Morton, Rose & Co., to Deputy Minister of Finance, dated December 13, 1882, enclosing certificate countersigned.
15. Letter from Messrs. Morton, Rose & Co., to Deputy Minister of Finance, dated December 14, 1882, stating that the letter of the 13th was written under a misapprehension, as the certificate would not go forward till next mail.
16. Letter from the Deputy Minister of Finance to Messrs. Morton, Rose & Co., dated December 27, 1882, acknowledging the receipt of their letters of the 13th and 14th December.
17. Letter from Messrs. Morton, Rose & Co., to Deputy Minister of Finance, dated December 28, 1882, enclosing certificate countersigned and endorsed (with certain conditions.)
18. Letter from Deputy Minister of Finance to Messrs. Morton, Rose & Co., dated January 10, 1883, acknowledging receipt of their letter of December 28, with enclosure.
19. Letter from Deputy Minister of Finance to Deputy Minister of Justice, dated January 10, 1883, enclosing endorsed certificate and also notice in Gazette of intended application to Parliament to amend Credit Valley Company's Acts, and asking him if security held by Government would be affected thereby.
20. Letter from Deputy Minister of Justice to Deputy Minister of Finance, dated January 11, 1883, in answer to letter of 10th and suggesting course of action to be adopted.
21. Letter from Deputy Minister of Finance to Messrs. Morton, Rose & Co, dated January 12, 1882, that retention by Government of endorsed certificate was not to be taken as an acquiescence by Government in conditions endorsed thereon.
22. Letter—similar to 21—from Deputy Minister of Finance to C. Drinkwater, Esq., Secretary Canadian Pacific Railway Company, dated January 12, 1883.
23. Letter from Mr. Drinkwater to Deputy Minister of Finance (marked private) dated January 19, 1883, that he did not understand the endorsation and would communicate with Morton, Rose & Co. on the subject.

24. Letter from Mr. Drinkwater to Deputy Minister of Finance (also marked private) dated January 23, 1883, enclosing a new certificate to take the place of the endorsed one.
25. Letter from Deputy Minister of Finance to Mr. Drinkwater, dated January 25, 1883, that he proposed to send the new certificate to Messrs. Morton, Rose & Co. for countersignature.
26. Letters from Deputy Minister of Finance to Messrs. Morton, Rose & Co., dated February, 1883, enclosing new certificate for countersignature without conditions.

MEMORANDUM.—A.

As to substitution by Canadian Pacific Railway of Credit Valley stock for the $1,000,000 Cash deposit.

The Canadian Pacific Railway Company, through their Vice-President, Mr. R. B. Angus, on the 24th November, 1882, made application to the Honorable the Minister of Finance, requesting that the Government would be pleased to release and repay to the said Canadian Pacific Railway Company, the million dollars deposited by them, in cash, as security for the construction of their railway, and offering in substitution therefor a certificate of the five per cent. Permanent Debenture Stock of the Credit Valley Railway Company to the amount of three hundred and thirty-nine thousand eight hundred pounds sterling (£339,800 stg.) to be held as security for the due performance of the contract, the Company to be at liberty to withdraw said stock certificate on re-deposit of one million dollars in cash or security to that amount satisfactory to the Government. The application was duly referred to Council, and an Order in Council was duly passed on the 25th November, 1882, sanctioning the substitution in the terms mentioned, of the said stock certificate for the said one million dollars cash deposit. The stock certificate was accordingly transferred to the Honorable the Minister of Finance by the said Canadian Pacific Railway Company under and in pursuance to the directions for that purpose given by the Department of Justice, to which Department all the papers and documents connected with such transfer of said stock, were submitted for opinion and approval. The transfer of stock took place at Toronto on the 29th November, and on that day a certificate (No. 14) of the Credit Valley Railway Company, five per cent. Permanent Debenture Stock for £339,800 sterling, was issued in the name of the Honorable the Minister of Finance, and the same was, on the 30th November, 1882, transmitted for counter signature, to Messrs. Morton, Rose & Company, the London agents of the Credit Valley Railway Company. The $1,000,000 cash deposited by the Canadian Pacific Railway Company was paid over to the last named Company, on the 1st December, 1882. The stock certificate, sent to Messrs. Morton, Rose & Company, was returned by that firm in a letter under date of the 28th December, 1882, countersigned by them as agents in London for the Credit Valley Railway Company, subject, however, to the terms of an agreement of which such particulars were endorsed on the certificate, as follows:—

"By agreement between the parties having a controlling interest in the Credit Valley, Ontario and Quebec, and Canadian Pacific Railway Companies, subject to such legislation and other confirmation as therein mentioned. The Ontario and Quebec Company will in satisfaction of the interest upon the within mentioned debenture stock, guarantee upon the terms in said agreement, stated interest at 4 per cent from first January, one thousand eight hundred and eighty-two, until the opening for traffic of the Ontario and Quebec Company's line from Perth to a junction with the Credit Valley near Toronto, and thereafter at 5 per cent., and the Canadian Pacific Company will, from and after such opening for traffic as aforesaid, guarantee and assume the obligation of the Ontario and Quebec Company in this respect."

About the same time as the certificate, so endorsed as aforesaid, was returned from England, notices appeared in the *Canada Gazette* that at the now present Session of Parliament, application would be made for Acts to amend the Credit Valley Rail-

way Company and Ontario and Quebec Railway Company Acts. These notices were brought to the attention of the Deputy Minister of Justice, to whom also the certificate endorsed as aforesaid was submitted, with a request to be informed how far the conditions endorsed on the certificate and the Act, if sanctioned by Parliament would affect the security deposited with the Government. Acting upon the opinion received from the Department of Justice, letters were sent on the 12th January, 1883, to both Messrs. Morton, Rose & Co., and the Canadian Pacific Railway Company, to the effect that the retention by the Government of the endorsed certificate was not to be taken as in any way an acquiescence by the Government in the conditions endorsed in the certificate. In consequence of this notice, on the 23rd January, 1883, the Canadian Pacific Railway Company gave to the Deputy Minister of Finance a new certificate of the Credit Valley Railway Company, 5 per cent. permanent debenture stock for the sum of £339,800 sterling, to be substituted for the one previously lodged, which last mentioned certificate was on the 1st of February, 1883, forwarded to Messrs. Morton, Rose & Co. for countersignature (without conditions) and the same has not yet been returned by the said Messrs. Morton, Rose & Co., but the Department has been advised by cablegram that the new certificate has been endorsed without conditions.

B.

MONTREAL, 24th November, 1882.

SIR,—I have the honor to request that the Government will be pleased to release and repay to the Canadian Pacific Railway Company the $1,000,000 deposited in cash as security for the construction of the railway, and in substitution therefor, I herein offer for your acceptance a certificate of the five per cent. permanent Debenture Stock of the Credit Valley Railway Company, to the amount of £339,800 to be held as security for the due performance of the contract. The security now offered is of greater value than the amount required by law, and the Company desires to have it understood that it shall be at liberty to withdraw it on re-deposit of $1,000,000 in cash, or securities for that amount satisfactory to the Government.

I have the honor to be, Sir, your most obedient servant,

R. B. ANGUS, *Vice-President C.P.R. Co.*

Hon. Sir S. L. TILLEY, Minister Finance.

C.

FINANCE DEPARTMENT, OTTAWA, 24th November, 1882.

The undersigned has the honor to Report to Council that he has received an application from Mr. R. B. Angus, Vice-President of the Canadian Pacific Railway Company to release the $1,000,000 cash security deposited for the construction of the Railway and to substitute therefor 5 per cent. permanent Debenture Stock of the Credit Valley Railway Company to the amount of £339,800 sterling, the Company to have the option of withdrawing the substituted security on re-deposit of $1,000,000 in cash or securities for that amount satisfactory to the Government.

The undersigned has to Report that he has examined the Act of the Ontario Legislature, 44 Vic., Cap. 61, intituled "An Act to amend the Act relating to the Credit Valley Railway Company," and he finds that by the first Section thereof that the Company may with the consent of a majority of two-thirds in value of the shareholders thereof, at a meeting specially called for that purpose make and issue consolidated bonds or Debenture Stock for an amount not exceeding $20,000 per mile upon the actual mileage from the terminus at Toronto to the Town of St. Thomas on the main line and from Streetsville to Orangeville and Elora on the branch line, payable at such time and place and bearing such rate of interest as the Company may determine.

The undersigned further finds that by Section 8 the Debenture Stock may be made perpetual or terminable.

It appears from the evidence submitted with the application, that resolutions of the Company were taken in accordance with the above cited Act and that a permanent Debenture Stock was created.

The undersigned has further to Report that the securities now applied for to be substituted represent a par value of over $1,650,000 and as the Cash Deposit required by the Act for the construction of the Railway is declared to be $1,000,000 the securities would represent a charge of only about $12,000 a mile on the mileage of the Credit Valley Railway.

The undersigned looking at the nature of the country traversed by the Credit Valley Line is of opinion that the permanent Debenture Stock tendered is of sufficient substitute for $1,000,000 cash and he accordingly recommends to Council that the present cash security of $1,000,000 be released and that the permanent Debenture Stock now tendered be accepted as a substitute therefor in terms of the Canadian Pacific Railway Act, Section 3.

Respectfully submitted,

S. L. TILLEY, *Minister of Finance.*

D.

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council on the 25th November, 1882.*

On a Report dated 24th November, 1882, from the Minister of Finance, submitting an application from Mr. R. B. Angus, Vice-President of the Canadian Pacific Railway Company, to release the $1,000,000 cash security deposited for the construction of the Railway, and to substitute therefor 5 per cent. permanent Debenture Stock of the Credit Valley Railway Company to the amount of £339,800 sterling, the Company to have the option of withdrawing the substituted security on re-deposit of $1,000,000 in cash or securities for that amount satisfactory to the Government.

The Minister reports that he has examined the Act of the Ontario Legislature, 44 Vic., Cap. 61,; intituled " An Act to amend the Acts relating to the Credit Valley " Railway Company" and he finds that by the first Section thereof the Company may with the consent of a majority of two-thirds in value of the shareholders thereof at a meeting specially called for that purpose, make and issue Consolidated Bonds or Debenture Stock for an amount not exceeding $20,000 per mile upon the actual mileage from the terminus at Toronto to the Town of St. Thomas on the main line and from Streetsville to Orangeville and Elora on the branch line, payable at such time and place and bearing such rate of interest as the Company may determine. That by Section 8 the Debenture Stock may be made perpetual or terminable.

That it appears from the evidence submitted with the application, that resolutions of the Company were taken in accordance with the above cited Act and that a permanent Debenture Stock was created.

The Minister further reports that the securities now applied for to be substituted, represent a par value of over $1,650,000 and as the Cash Deposit required by the Act for the construction of the Railway is declared to be $1,000,000, the securities would represent a charge of only about $12,000 per mile on the mileage of the Credit Valley Railway.

The Minister looking at the nature of the country traversed by the Credit Valley line is of opinion that the permanent Debenture Stock tendered is a sufficient substitute for $1,000,000 cash, and he accordingly recommends that the present Cash Security of $1,000,000 be released and that the Permanent Debenture Stock now tendered be accepted as a substitute therefor, in terms of the Canadian Pacific Railway Act, Section 3,

The Committee submit the foregoing recommendation for approval.

JOHN J. McGEE.

Honorable Minister of Finance.

E.

CREDIT VALLEY RAILWAY,

SECRETARY-TREASURER'S OFFICE, Toronto, 27th November, 1882.

Whereas, by a resolution passed at a meeting of shareholders of the Credit Valley Railway Company, held on the 12th day of April last, and duly approved by the bondholders of the said Company under the provision of the Statute in that behalf, the Directors of the said Company, or a majority of them, were authorized to make and issue Debenture Stock for an amount equal to $20,000 per mile upon the actual mileage of the said railway, being a total distance of 183⅘ miles; such Debenture Stock to be issued in the form of scrip certificates or such other form as the said Directors, or a majority of them, should determine, each certificate to be for £100 sterling, or for multiples of that sum, and bear date the 1st of April, A.D. 1881, the same to bear interest from that date at the rate of 5 per cent. per annum, payable half-yearly, and to be executed and issued in such form, and to be made perpetual or terminable, and with or without interest coupons as to the said Directors, or a majority of them, should seem expedient.

Be it therefore resolved:—

That Debenture Stock be forthwith issued to an amount equal to $20,000 per mile upon 183⅘ miles of railway, being an aggregate of $3,672,000 or £754,520 sterling; that such Debenture Stock be perpetual, and that the same shall be issued in the form of scrip certificates signed by the President or Vice-president, and shall be countersigned and issued by Morton, Rose & Co., and under the corporate seal of the said Company, each certificate to be for the sum of £100 sterling, or for multiples of that sum, and to bear date on the 1st of April, A.D. 1881, and to bear interest from that date at the rate of 5 per cent per annum, payable half yearly on the 1st day of October and the 1st day of April in each year, at the banking house of Messrs. Morton, Rose, & Company, London, England.

Be it further resolved that the said scrip certificates shall be in the following form—see certificate attached:—

I certify that the foregoing is a correct extract from the minutes of a meeting of the Directors of the Credit Valley Railway Company, held at Toronto on the 8th day of July, A.D. 1881.

H. E. SUCKLING, *Secretary-Treasurer C. V. R. Co.*

F.

No. £

DOMINION OF CANADA—PROVINCE OF ONTARIO.

THE CREDIT VALLEY RAILWAY COMPANY, £5 PER CENT. PERMANENT DEBENTURE STOCK.

This is to certify that.....has been this day registered as the proprietor of..... .....pounds of the £5 per cent. Permanent Debenture Stock of The Credit Valley Railway Company, created by resolutions of the Company, pursuant to an Act of the Legislature of the Province of Ontario, 44 Victoria, Chapter 61, and entitled to the privileges and subject to the terms and conditions in the said Act and resolutions, and the by-laws of the Company contained.

Given under the common seal of the Company this 1st day of April, A.D. 1881.

.....Secretary. .....President.

Countersigned by agents in London of the Credit Valley Railway Co.

N. B.—No transfer of the stock comprised in this certificate or any part thereof, will be registered unless accompanied by this certificate, and no capital sum of stock less than £100, or other than multiples of £100, in nominal amount will be registered.

G.

BY-LAWS AND REGULATIONS of the Credit Valley Railway Company, regulating the issue and transfer of the permanent £5 per cent. Debenture Stock created by resolutions of the Company pursuant to an Act of the Legislature of the Province of Ontario, 44 Victoria, chapter 61.

1. In the interpretation of these Regulations, the following words and expressions have the following meanings, unless excluded by the subject or context:

A. The "Company" means the Credit Valley Railway Company.

B. The "United Kingdom" means the United Kingdom of Great Britain and Ireland.

C. The "Board" means a meeting of the Directors of the Company duly called and constituted, or, as the case may be, the Directors assembled thereat.

D. The "Office" means the office of the Company's duly appointed agents in London.

E. "Stock" means five per cent. permanent Debenture Stock.

F. "Holders," when applied to stock, means persons who, in accordance with these regulations, have entitled themselves to be, and who accordingly have been, registered as owners of stock.

G. "Ledger" means the debenture stock ledger.

H. "Registered Address" means the address of any holder of stock registered in the ledger, in pursuance of Article 18.

I. Words imputing the singular number only, include the plural, and words imputing the plural, only include the singular.

J. Words imputing the masculine gender only include the feminine gender.

K. Words imputing individuals only include corporate bodies, *mutatis mutandis*.

2. The stock issued under these regulations shall be called the five per cent. Debenture Stock.

3. All persons applying for stock, shall state in writing, under their hand, their address, and if it shall be without the United Kingdom, they shall, in like manner, state an address within the United Kingdom, to which dividend warrants and notices may be sent, as hereinafter provided.

4. A book shall be kept by the Company at the office, which shall be called the debenture stock ledger, and therein shall be entered, in such manner and form as the Board shall from time to time think fit, the names and addresses of all persons to whom stock shall be issued by the Company, or who shall afterwards become entitled in accordance with these Regulations, to be registered as holders thereof, the capital amount of stock from time to time belonging to such persons respectively, the capital amount of stock transferred to or from them respectively and the dates of registry of such transfers.

And a transcript of th esaid Debenture Stock ledger shall be kept at the offices of the Company, in Toronto, wherein shall be entered from time to time, as advised by the duly appointed agents of the Company in London, all transfers of the said stock made as herein provided.

5. Stock may be transferred in manner and subject as hereinafter mentioned.

6. No capital sum of stock less than one hundred pounds sterling, or other than multiples of one hundred pounds sterling shall be transferred, but with those exceptions any sum may be transferred.

7. Every transfer of stock must be by deed, signed and sealed by the transferrer and transferee. It must express that the transferee takes the stock transferred upon the terms and conditions upon which the transferrer held the same or to that effect. It must contain the full name and address of the transferee, and if his address is without the United Kingdom, it must contain an address within the United Kingdom to which dividend warrants and notices may be sent as hereinafter provided, or such an address must be written on the transfer and signed by the transferee.

8. Any number of persons, not exceeding four, but no more, may be joint transferees of any sum of stock.

9. No infant or married woman, except in accordance with the provisions of the Married Women's Property Act, 1870, or any statutory modification thereof, shall be a transferee of stock.

10. If any holder of stock shall die, become bankrupt or lunatic, enter into liquidation of arrangement, or being a company or partnership, be wound up, or being a woman, marry the person alleging himself to be entitled by reason thereof to transfer or to be holder of such stock, shall lodge at the office a statement in writing under his name, stating his name and address, and if his address is without the United Kingdom, then also an address within the United Kingdom, to which dividend warrants and notices may be sent as hereinafter provided, and shall also lodge at the office to be cancelled the certificate (hereinafter mentioned and described) which shall then be outstanding in respect of such stock, and shall produce at the office reasonably satisfactory evidence of his title, and pay such fee, not exceeding five shillings, as the Board shall from time to time direct, and until a reasonable time after compliance with the directions of this article, he shall not be entitled to such stock or the dividends thereof or to transfer the same.

11. Every transfer must be left at the office to be kept by the Company with such fee, not exceeding five shillings as the Board shall from time to time direct.

12. With the transfer must be left for cancellation, the certificate (hereinafter mentioned and described) which shall then be outstanding in respect of the stock to be transferred.

13. Upon compliance with the provisions of Article 10, the persons who shall, as in the said article mentioned, have become entitled to any stock, shall be registered by the Company as the holders thereof.

14 .Upon a transfer, executed by the holder of any Stock, being left in compliance in all respects, with articles 6, 7, 8, 9, 11 and 12, and upon all the other directions in the said Articles being complied with, the transferee shall be registered in the ledger as the holder of the Stock transferred.

15. The Board may in their discretion dispense with all or any of the conditions for registering hereinbefore set forth, but they shall not, under any circumstances, be bound to do so unless in their own absolute and uncontrolable discretion they shall think fit.

16. No transfer or transmission of interest in or with respect to which the directions in Articles 6 to 12 inclusive, or such of them as shall be applicable in the case, shall not have been observed and complied with, shall as against the Company be valid or in any way bind or affect the Company, either at Law or in Equity, notwithstanding any knowledge or notice thereof which they may have or receive; and the person from time to time registered in manner aforesaid, as the holder of any of the stock, shall alone, so far as the Company is concerned, be entitled either at Law or in Equity, to be considered as the owner thereof or entitled to the annuity or dividends payable in respect thereof, and payment to him in manner herein provided, shall be an effectual discharge to the Company, in respect of the money so paid.

17. Transfers and other transmissions of title shall, so far as the Company is concerned, take effect not from this date, but from the time of registry thereof. They may, however, be registered, notwithstanding the death or any change of the position of any of the parties to such transfers or transmissions.

18, The addresses of the persons to whom the stock shall be originally issued as stated in the application for such issue, and of the transferees or other persons becoming entitled by transmission of title as stated in the transfers or otherwise in pursuance of these regulations, shall be entered in the ledger, and shall until altered, as hereinafter mentioned, be for all purposes, so far as the Company is concerned, taken to be the true addresses of such persons respectively. In cases of two addresses being given, under Article 3 or 7, the address within the United Kingdom shall be the true address within the meaning of this Article.

19. The holder of any stock may, by notice under his hand, left at the Company's Office, with such fee as the Board shall fix, not exceeding one shilling, request his registered address to be altered to any address within the United Kingdom, specified,

in the said notice, and such alteration shall be made in the ledger, and the new address so entered shall become the registered address of such holder.

20. The Board may close the ledger and refuse to register any transfers of the said stock for any time or times they may think fit, not exceeding in all thirty days in each year.

21. The Board will upon the issue of any of the stock to any person, give to him a certificate that it has been registered in his name. Such certificate shall be in such form as the Board shall from time to time determine, and shall be under the corporate seal of the Company, and signed by the President or Vice-President thereof, countersigned and issued by the Company's agent in London, and authenticated in such other manner, if any, as the Board may from time to time determine.

22. The certificate issued under article 21, shall not constitute the title to the stock, such title shall consist exclusively in registry in the ledger. The assignment or deposit of the certificates shall, as against the Company, convey no title whatever to the stock; such title shall only be conveyed in accordance with these regulations.

23. Upon a transfer being registered under article 14, or upon a transmission of title being registered under article 10, and upon the old certificate being delivered up to be cancelled, the Company will issue to the new holder, so registered, a fresh certificate for the amount of stock which shall have been transferred, or the title whereof shall have been transmitted to him, and if, in the case of a transfer, any stock shall remain untransferred, will upon the old certificate being delivered up to be cancelled, issue to the transferrer a fresh certificate for so much of the amount thereof as was included in the cancelled certificate.

24. Every dividend on stock shall belong to the person registered as the holder thereof at the time the dividend falls due, notwithstanding any subsequent lodging of a transfer for registry and whatever may be the date of such transfer; and no appointment shall be made of any dividend, so far as the Company is concerned.

25. The dividends on stock shall be paid by warrants or cheques sent by post to, and at the risk of the holders at their registered addresses.

26. In case more persons than one are joint holders of any sum of stock, the dividend warrants shall be sent to the registered address of the person first named in the ledger.

By order of the Board,

H. E. SUCKLING, *Secretary-Treasurer.*

H.

This memorandum witnesses:—

That Whereas, under the provisions of the contract made on behalf of the Canadian Pacific Railway, by George Stephen and others, on the 21st of October, 1880, it was agreed between the said Company and the Government of Canada that the said Company should deposit with the said Government one million dollars in cash or approved securities, as security for the construction of the railway thereby contracted for.

And Whereas the said Company deposited one million dollars in cash as such security, and is now desirous of substituting for the said amount in cash, other security satisfactory to the Government in the place and stead of the said one million dollars.

Now these presents witness:

That the Government of Canada, herein represented and acting by the Honorable Sir Samuel Leonard Tilley, K.C.M.G., Finance Minister thereof, and the Canadian Pacific Railway, acting herein by George Stephen, the President thereof, have agreed and do hereby agree that the said Government will accept and doth hereby accept as such security in the place and stead of the said one million dollars in cash, three hundred and thirty-nine thousand eight hundred pounds of the five per cent. debenture stock of the Credit Valley Railway Company, issued under and by virtue of the Act of the Legislature of the Province of Ontario, 44th Victoria, Chapter 61,

which said amount of debenture stock the said Canadian Pacific Railway Company has caused to be transferred to the said Honorable Sir Samuel Leonard Tilley for and on behalf of the said Government, upon the books of the said Credit Valley Railway Company, at Toronto, the receipt whereof the said Government doth hereby acknowledge; and in consideration thereof the said Government hath paid over to the said Canadian Pacific Railway Company the said sum of one million dollars in cash, retaining and holding the said Debenture Stock in the place and stead thereof, and upon all the trusts, and subject to all the conditions and for all the purposes for which the said deposit of one million dollars was made aforesaid.

In witness whereof the parties hereto have executed these presents in duplicate this twenty-ninth day of November, 1882.

Witness, A. BENNING. GEO. STEPHEN.

S. L. TILLEY.

Witness to signature of S. L. Tilley, J. M. COURTNEY.

J.—CORRESPONDENCE.

No. 1. OTTAWA, 25th November, 1882.

SIR,—I enclose an application from Mr. R.B.Angus, Vice-President of the Canadian Pacific Railway, to repay to the Company, the $1,000,000 deposited under Section 3 of their Act, and to substitute therefor £339,800 sterling, Permanent Debenture Stock of the Credit Valley Railway, of which I enclose the certificate. I am told the Order in Council has passed, sanctioning the substitution. I have to request you to advise me as to what steps are necessary to have the stock transferred to the Minister of Finance.

Yours very truly,

J. M. COURTNEY, *Deputy Minister Finance.*

G. W. BURBIDGE, Dep. Min. Justice.

No. 2. OTTAWA, 25th November, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 25th instant, enclosing application from Mr. Angus, Vice-President of the Canadian Pacific Railway Company, to repay to the Company the $1,000,000 deposited under section 3 of the Act, and to substitute therefor £339,800 sterling, Permanent Debenture Stock of the Credit Valley Railway, in which letter you request advice as to what steps are necessary to have the stock transferred to the Minister of Finance.

In reply I beg leave to say that Mr. Stephen should by assignment, after reciting the deposit of $1,000,000 with the Government, and their agreement to pay that amount upon having the £339,800 sterling, five per cent. Permanent Debenture Stock of the Credit Valley Railway Company duly assigned to the Minister of Finance, to be held for the Government upon the same trusts and conditions, as those upon which the $1,000,000 were held, assign to the Minister of Finance, the said Debenture Stock, to be held by him for the Government upon the same trusts and conditions as those upon which the said $1,000,000 were held; and by the same instrument he should appoint some one, say Alexander Fraser, Assistant Receiver General at Toronto, his attorney to make the necessary transfer in the books of the Credit Valley Railway Company, and to do all other necessary and lawful acts for transferring the stock to the Finance Minister upon the trusts aforesaid.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister Justice.*

J. M. COURTNEY, Dep. Min. of Justice.

No. 3. OTTAWA, 25th November, 1882.

SIR,—I have received the copy of the Order in Council sanctioning the application of Mr. Angus to be paid the $1,000,000 deposit (cash) as security for the Canadian Pacific Railway construction, and to receive in place thereof permanent Debenture Stock of the Credit Valley Railway Company for £339,800 sterling, standing in your name. To carry out the transaction, I have referred the same to the Department of Justice, and I enclose herewith a copy of the letter from the Deputy Minister of that Department, I have the honor to request that you will be good enough to send me as early as possible the necessary form to carry the transaction into effect. I return herewith the Stock Certificate.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

GEORGE STEPHEN, Esq., President C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,

No. 4. OFFICE OF THE SECRETARY, MONTREAL, 27th November, 1882.

SIR,—I am instructed to acknowledge receipt of your letter of the 25th inst., to Mr. Stephen. I beg to enclose herewith as required by the Deputy Minister of Justice an assignment in duplicate of the £339,800 sterling, 5 per cent. permanent Debenture Stock of the Credit Valley Railway Company to the Minister of Finance to be held for the Government upon trusts and conditions therein named.

I also beg to return the Stock Certificate for the amount above named in which Mr. Stephen has endorsed a power of Attorney to Mr. Alex. Fraser, Assistant Receiver General, Toronto, empowering him to transfer the stock to the Hon. Minister of Finance.

I hope on receipt of this letter that you will be able to transfer the $1,000,000 to the credit of this Company and shall be glad to be advised of the fact by telegraph.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Dep. M. of F., Ottawa.

P.S.—Please return one copy of the assignment executed by the Minister.

No. 5. OTTAWA, 28th November, 1882.

SIR.—I have the honor to forward to you herewith assignment in duplicate of the £339,800 Sterling, Permanent Debenture Stock, Credit Valley Railway, to the Minister of Finance, and I shall be obliged by your informing me if the same is in order.

Yours very truly,

J. M. COURTNEY, *Deputy Minister of Finance.*

G. W. BURBIDGE, Esq., Dep. Min. of Justice.

No. 6. OTTAWA, 28th November, 1882.

SIR.—I have the honor to acknowledge the receipt of your letter of to-day, forwarding assignment in duplicate of the £339,800 Sterling, Permanent Debenture Stock, Credit Valley Railway, to the Minister of Finance, and inquiring if the same is in order.

In reply, I beg to say that the papers are satisfactory. Papers returned.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 7. OTTAWA, 28th November, 1882.

SIR.—I return herewith one copy of the memorandum of assignment duly executed by the Minister of Finance; the certificate I have sent to Toronto to be transferred, and on receipt of advice from Mr. Fraser that the matter is in order, I will pay over the money. I am, however still awaiting a copy of the resolution passed by the Credit Valley Shareholders, authorizing the issue of the stock. This is mentioned in the certificate, and Mr. Angus promised to procure it.

Yours very truly,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary C.P.R.

CANADIAN PACIFIC RAILWAY COMPANY,

No. 8. OFFICE OF THE SECRETARY, MONTREAL, 28th November, 1882.

DEAR SIR,—I now enclose a certified copy of the resolution of the Directors of the Credit Valley Railway with respect to the issue of Debenture Stock which was received this morning from the Secretary of the Company at Toronto. This will complete the papers and I hope to hear from you to-morrow that the $1,000,000 has been transferred to our credit.

Yours truly,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 9.

(Confidential.) OTTAWA, 28th November, 1882.

MY DEAR SIR,—The Pacific Railway Company have deposited with the Government as security for the construction of the line £339,800 sterling, permanent Debenture Stock of the Credit Valley Railway Company. I enclose herewith the certificate with an endorsation from Mr. Stephen of a power in your favor to transfer the stock. Be pleased to go to the Company's office and procure a new certificate and telegraph to me when the matter is completed.

Yours, very truly,

J. M. COURTNEY, *Deputy Minister of Finance.*

A. FRASER, Esq., Assistant Receiver General, Toronto.

No. 10.

(Telegram.) OTTAWA, November 29th, 1882.

By telegraph from Toronto to J. M. Courtney, Deputy Minister Finance..

Have completed transfer; certificate will go by mail.

A. FRASER.

No. 11. ASSISTANT RECEIVER GENERAL, TORONTO, 29th November, 1882.

DEAR SIR,—I received yours of the 28th instant, and have just completed the transfer of £339,800 sterling of Credit Valley Railway 5 per cent permanent stock from George Stephen, Esq., to Hon. Minister of Finance and enclose certificate No. 14. The one you sent me was countersigned by Morton, Rose & Co., the London agents, and if you deem that essential Mr. Osler states they will countersign the one I now enclose.

I am, Dear Sir, yours truly,

A. FRASER, *Assistant Receiver General.*

JOHN COURTNEY, Esq., Deputy Finance Minister.

No. 12. OTTAWA, 30th November, 1882.

SIR, —I have the honor by direction to acknowledge the receipt of your letter of the 29th instant, enclosing certificate for £339,800—Credit Valley Railway, 5 per cent. permanent stock in favor of the hon. Minister of Finance. The same has been duly forwarded to Messrs. Morton, Rose & Co., for countersignature.

I have the honor to be, Sir, your most obedient servant,

C. H. TERRY, *for the Deputy Minister of Finance.*

A. FRASER, Esq., Assistant Receiver General, Toronto.

No. 13. OTTAWA, 30th November, 1882.

GENTLEMEN,—I have the honor to hand you certificate of 5 per cent. permanent Debentures Stock Credit Valley Railway Company £339,800 sterling held by the hon. the Minister of Finance, and I have the honor to ask you to have the goodness to place the necessary countersignature on the same and return it to me.

I have the honor, to be, gentlemen, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

MESSRS. MORTON, ROSE, & Co,, London, England.

No. 14. BARTHOLOMEW LANE, LONDON, E.C., 13th December, 1882.

DEAR SIR,—We have the honor to acknowledge receipt of your letter of the 30th ult., enclosing certificate for £339,800, 5 per cent permanent Debenture Stock of the Credit Valley Railway Company, registered in the name of the hon. the Minister of Finance, which, in accordance with your request, we have countersigned and now return herewith. We should feel obliged if you would notify us of the due receipt of this certificate.

We have the honor, to be, dear Sir, yours faithfully,

MORTON, ROSE, & CO.

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 15. BARTHOLOMEW LANE, LONDON, E.C., 14th December, 1882.

DEAR SIR,—Our letter of yesterday, purporting to enclose the Credit Valley certificate was written under a mis-apprehension, as the certificate will not go forward by this mail.

We are, dear Sir, yours faithfully,

MORTON, ROSE & CO., Per H. Simpson.

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 16. OTTAWA, 27th December, 1882.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letters of the 13th and 14th instant, respecting the Debenture Stock certificate of the Credit Valley Railway Company for £339,800 sterling, which I note will be returned by next mail.

Yours very truly,

J. M. COURTNEY, *Deputy Minister of Finance.*

MESSRS. MORTON, ROSE & Co.

No. 17. BARTHOLOMEW LANE, LONDON, E.C., 28th December, 1882.

SIR,—Referring to our letter of the 13th instant, we now beg to send you herewith the Certificate for £339,800 sterling Credit Valley Debenture Stock, countersigned by us, and endorsed with certain conditions attaching thereto.

We have the honor to be, Sir, your obedient servants,

MORTON, ROSE & COMPANY.

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 18. OTTAWA, 10th January, 1883.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letter of the 28th December with enclosure of Certificate for £339,800 sterling Credit Valley Debenture Stock countersigned by yourselves and endorsed with certain conditions attaching thereto.

I have the honor to be, gentlemen, your obedient servant,

JOHN COURTNEY, *Deputy Minister of Finance.*

Messrs. MORTON, ROSE & Co., London, Eng.

No. 19. OTTAWA, 10th January, 1883.

SIR,—I have the honor by direction of the Honourable the Minister of Finance to request your attention to the following matter. Sometime since an Order in Council, was passed authorizing the exchange of the One Million Dollars Cash deposited by the Canadian Pacific Railway Company to carry out their contract with the Government, for Credit Valley Railway Co. Debenture Stock for £339,800 stg. The several assignments and transfers connected with such exchange were submitted to your Department for approval, and the certificate, enclosed herewith, was sent to Messrs. Morton, Rose & Company, the Agents of the Credit Valley Railway Company in London, fer countersignature. I have to-day received from Messrs. Morton, Rose & Company, the enclosed with the certificate upon which have been endorsed certain conditions, and in connection therewith I have the honor to direct your attention to the Canada *Gazette* of last Friday, pages 1,105 and 1,107, in which it is stated that application will be made to the Parliament of Canada at the next Session for certain Acts affecting the Credit Valley Railway Company, and I have now the honor to ask you how far the conditions endorsed on the Bond and the Acts, if sanctioned by Parliament, will affect the security now deposited with the Government. I shall be glad to hear from you as early as possible on the subject.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *D.M.F.*

Deputy Minister of Justice.

No. 20. OTTAWA, January 11th, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the 10th inst., enclosing a letter to yourself from Messrs, Morton, Rose & Company, of London, and the certificate of 5 per cent., permanent Debenture Stock of the Credit Valley Railway Company for £339,800 sterling.

An opinion is asked as to how far the conditions endorsed on the certificate and the acts you mention, if sanctioned by Parliament will affect this security.

In reply I beg to say that without knowing the contents of the agreement referred to in the endorsement upon the back of the certificate, and the provisions in detail of the bills of which notice has been given in the *Gazette*. I cannot say whether the security will be made more or less valuable. I would, however, suggest the following course of action, namely:

1. That you write at once to Messrs. Morton, Rose & Company, saying that you notice the endorsement upon the back of the certificate, but that in the absence of fuller information in regard to it, your retention of the certificate must not be taken as an acquiescence in these conditions.

2. That you write the Canadian Pacific Railway Company, informing them of the qualified countersigning by Messrs. Morton, Rose & Co., and say to them that in the absence of fuller information on the subject and not knowing whether the effect of the agreement and the Bills you refer to, if enacted, will make the value of the certificate more or less, that your retention of it shall not be taken as an acquiesence in these conditions.

3. That the bills of which notice has been given when submitted to Parliament be carefully examined with a view to see whether they tend to lessen or increase the security which the Government now have. Papers returned.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

J. M. COURTNEY, Esq. Deputy Minister of Finance.

No. 21. OTTAWA. 12th January, 1883.

GENTLEMEN,—Referring to my letter of the 10th instant acknowledging the receipt from you of the Stock Certificate for £339,800 sterling, of the Credit Valley Railway Company Debenture Stock sent to you for countersignature, and returned endorsed with certain conditions. I have now the honor to inform you that in the absence of further information in regard thereto the retention of the Certificate must not be taken to be an acquiesance by the Government in the conditions thereon endorsed.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

Messrs. MORTON, ROSE & Co., Bartholomew Lane, London, E. C., Eng.

No. 22. OTTAWA, 12th January, 1883.

SIR,—I have the honor to inform you that I sent the Stock Certificate for £339,800 sterling, of the Credit Valley Railway Company, given by the Canadian Pacific Railway Company in exchange for the $1,000,000 deposited by them under their contract with the Government, to Messrs. Morton, Rose & Company, the Agents in London, Eng., for the Credit Valley Railway Company, and the same has been returned to me countersigned by Messrs. Morton, Rose & Company, subject, however, to the terms of an agreement of which short particulars are endorsed on the Certificate in the words following:—

"By agreement between the parties having a controlling interest in the Credit Valley, Ontario and Quebec, and Canadian Pacific Railway Companies subject to such legislation and other confirmation as therein mentioned, the Ontario and Quebec Company will, in satisfaction of the interest upon the within mentioned Debenture Stock guarantee upon the terms in said agreement stated, interest at four per cent. from first January, one thousand eight hundred and eighty-two, until the opening for traffic of the Ontario and Quebec Company's line from Perth to a junction with the Credit Valley near Toronto, and thereafter at five per cent., and the Canadian Pacific Company will, from and after such opening for traffic as aforesaid guarantee and assume the obligation of the Ontario and Quebec Company in this respect."

I further have the honor to state that I notice in the last issue of the *Canada Gazette* that application will be made at the coming Session of Parliament for an Act to amend the Credit Valley Railway Company Act. Having no information on the subject, and not knowing the effect of the agreement alluded to in the endorsation on

the stock certificate, in the Act to be applied, if passed by Parliament, will have on the value of the certificate as a security to the Government, I have the honor to state that the retention of the same by the Government is not to be taken to be in any way an acquiescence in the conditions endorsed by Messrs. Morton, Rose & Co., upon the certificate.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

No. 23. (Private.)

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 19th January, 1883.

MY DEAR COURTNEY,—Your official letter of the 12th respecting the Credit Valley Certificate arrived here during my absence. I do not understand the endorsation by Morton, Rose & Company you refer to, and there has evidently been some mistake about it. I am in communication with them, and will write you again as soon as possible.

Yours very truly,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister Finance.

No. 24. (Private.)

CANADIAN PACIFIC RAILWAY COMPANY,
MONTREAL, 23rd January, 1883.

MY DEAR COURTNEY,—I now enclose Credit Valley Certificate No. 14, for £339,800 to be substituted for the one previously lodged with you. Will you kindly accept this and return me the former one? * * * *

Yours very truly,

C. DRINKWATER.

J. M. Courtney, Esq., Deputy Minister Finance.

No. 25.

OTTAWA, 25th January, 1883.

SIR,—With reference to your letter of the 23rd instant, I have the honor to state that I propose to send by the next mail, that is, the mail leaving here on Monday next, the Credit Valley Railway Certificate for £339,800 substituted for the one previously lodged to Messrs. Morton, Rose & Company, for countersignature.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

No. 26.

OTTAWA, 1st February, 1883.

GENTLEMEN,—Referring to my letter of the 12th January, I have now the honor to enclose herewith for countersignature by you (without conditions) a new certificate £339,800, Credit Valley Railway Company, 5 per cent. permanent debentures stock registered in the name of the hon. Minister of Finance.

I have the honor to be, gentlemen, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

Messrs. MORTON, ROSE & Co., London, England.

RESOLUTION

(27*b*)

Of the HOUSE OF COMMONS, dated 20th February, 1882,—For a Report of the Canadian Pacific Railway Company, in account with the Government of Canada, *viz.* :—Rails Advance Account—Land Grant Bond Account—Current Account,—and Subsidy Account.

See Appendix 5 of No. 27*e*.

[*In accordance with the recommendation of the Joint Committee on Printing the above Resolution is not printed.*]

RESOLUTION

(27*c*)

Of the HOUSE OF COMMONS, dated 20th February, 1882,—For a Schedule of Correspondence as to Canadian Pacific Land Grant Bonds.

1. Letter from C. Drinkwater, Esq., Secretary Canada Pacific Railway Company to the hon. Minister of Finance, dated January 9, 1882, informing him
   a. That the Company under clauses 17 and 18 of its charter, was making an issue of bonds secured upon the land granted to the Company, maturing on 1st October, 1931, with interest coupons at 5 per cent. the interest payable semi-annually on 1st of April and October. These bonds are being deposited with financial agents of the Government, the Bank of Montreal for custody, and a receipt for deliveries already made to extent of $7,000,000 was enclosed.
   b. That arrangements had been made with the Bank for delivery of $5,000,000 of the bonds to the Minister of Finance at Ottawa.
   c. That the Company had sold $10,000,000 of the bonds at 92, deliverable in instalments of $1,000,000 at various times from November, 1881, to November, 1882, the purchasers having the option, however, of calling for delivery prior to the dates mentioned, and the proceeds of the sale as received are placed to the credit of the Government by the Bank of Montreal.
   d. That the Company requested to be paid the sum of $1,481,200, out of the proceeds of the sale of said bonds, being the equivalent of the said land subsidy earned by it as provided by its charter.
2. Duplicate receipt from Bank of Montreal, dated 9th January, 1882, of land grant bonds to the value of $7,000,000 (referred to in No. 1.)
3. Telegram from Mr. Drinkwater to the Minister of Finance, dated 12th January, 1882, stating that the matter had been arranged with the Bank and official notice of deposit would be sent that night.
5. Letter from the General Manager of the Bank of Montreal, at Montreal, to the Minister of Finance, dated 12th January, 1882, informing him that the Canada Pacific Railway Company had paid to the bank for the credit of the Government the sum of $1,840,000, being proceeds of $2,000,000 land grant bonds at 92.

5. Statement of Land Grant Bond Account to 30th June, 1882.
6. Letter from M. G. Dickieson, for Deputy Minister of Finance, to Mr. Drinkwater, Secretary of the Canadian Pacific Railway Company, dated 5th July, 1882, enclosing cheque for $42,223.73, interest on deposit and land grant bonds to 30th June, 1882.
7. Letter from Mr. Drinkwater, Secretary, to the Deputy Minister of Finance, dated 4th July, 1882, as to payment of interest.
8. Letter from M. G. Dickieson, for Deputy Minister of Finance, to Mr. Drinkwater, dated 6th July, 1882, informing him that the cheque for interest had been sent the day before.
9. Letter from Mr. Drinkwater, Secretary, etc., to Deputy Minister of Finance, dated 26th August, 1882, asking if he would kindly send him a statement showing payments made for the Company—out of proceeds of Land Grant Bonds to date.
10. Letter from the Acting Deputy Minister of Finance to Mr. Drinkwater, dated 28th August, 1882, enclosing statement asked for.
11. Statement of payments to Canadian Pacific Railway Company on Land Grant Bond Account to 29th August, 1882.
12. Letter from the Manager of the Bank of Montreal, Montreal, to the Minister of Finance, dated 7th September, 1882, informing him that the Canadian Pacific Railway Company had deposited the balance of the Land Grant Bonds up to $20,000,000 (the other $5,000,000 already in the hands of the Government at Ottawa), and advising that that day they took to account, in anticipation of October instalment, $1,000,000—Nos. 13,001 to 14,000—proceeds $920,000, at credit of Government through Ottawa Branch.
13. Letter from the Deputy Minister of Finance to the Secretary of Canadian Pacific Railway Company, dated 8th September, 1882, enclosing a copy of No. 12, and referring to No. 1 (9th January, 1882), and asking for information as to terms of sale of remaining $10,000,000 of Bonds.
14. Letter from Mr. Drinkwater, Secretary Canadian Pacific Railway Company, to Deputy Minister of Finance, dated 14th September, 1882 (in letter, by mistake, 14th February), informing him that $8,500,000 of the remaining $10,000,000 of land grant bonds, had been sold to Canada North-West Land Company, to be taken and paid for in monthly instalments extending from 1st November, 1882, to 1st May, 1883, the purchasers to have the option of anticipating the payments. As soon as he was in a position to advise exactly when instalments would probably be paid he would give him full information on the subject.
15. Letter from Deputy Minister of Finance to Mr. Drinkwater, Secretary Canadian Pacific Railway, dated January 18th, 1883, calling attention to last letter (No. 14), and asking for any information he might have on the subject therein referred to; also at what rate the bonds were sold.
16. Letter from the same to the same, dated 8th February, 1883, asking for an answer to his letter of the 18th January.
17. Letter from Mr. Drinkwater, Secretary Canadian Pacific Railway Company, to Deputy Minister of Finance, dated 9th February, 1883, informing him that the greater part of the remaining $10,000,000 were sold to the Canada North-West Land Company, who, at the same time, purchased the balance of the bonds then held by the Bank of Montreal, for account of a syndicate which purchased the first $10,000,000; of these the Land Company have already taken up about $3,700,000, of which $2,735,000 have be paid to the Railway Company, on account of land purchased, and are in the hands of trustees, who now hold in all $3,771,500 for cancellation. The Land Company have intimated a desire to postpone financial arrangements for taking up bonds held by Government until 1st May, next, when final call made upon their capital stock matures, paying interest upon amount meantime, and Railway Company proposes to meet their views in this respect. He could

not intimate exactly when further payment on bonds would be made. If money did not reach Government before it is earned by Company it simply involves delivery of proportionate amount. No doubt there will be a considerable withdrawal of bonds in early Spring.

18. Telegram from C. Drinkwater, to Deputy Minister of Finance, dated 1st February, 1883. Please send cheque for interest due on proceeds of Land Bonds.

19. Letter from Deputy Minister of Finance, to C. Drinkwater, Secretary Canadian Pacific Railway, dated 12th February, 1883, enclosing cheque for $68,460.86, and also statement of Interest account to 31st December, 1882.

CORRESPONDENCE AS TO CANADIAN PACIFIC RAILWAY COMPANY LAND GRANT BONDS, 1882 AND 1883.

No. 1.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 9th January, 1882.

SIR,—I have the honor to inform you that in accordance with the understanding arrived at with the Government, the Company, under the provisions of clauses 17 and 18 of its charter, resolved upon making an issue of Bonds secured upon the land granted to the Company, and is taking the necessary steps to give effect to the same.

The Bonds will mature on 1st October, 1931, and have coupons attached for interest at rate of 5 per cent per annum, payable semi-annually on 1st April and 1st October in each year, and as rapidly as they can be prepared they are being deposited with your Financial Agents, the Bank of Montreal, for custody. A receipt for deliveries which have been made from time to time, to the amount of $7,000,000, is enclosed herewith.

As it is understood to be your wish that the $5,000,000 of the Bonds to be held as security for the fulfilment of the Contract, should be deposited in your own vaults. Arrangements have been made with the Bank to deliver that amount of Bonds to you at Ottawa.

The Company has sold $10,000,000 of the bonds, deliverable by instalments at ninety-two per cent. on their par value, as under:—

November, 1881	$1,000,000
January 4th, 1882	1,000,000
March 1st	1,000,000
May 1st	1,000,000
June 1st	1,000,000
July 1st	1,000,000
August 1st	1,000,000
September 1st	1,000,000
October 1st	1,000,000
November 1st	1,000,000

NOTE.—The purchasers have the option of calling for delivery prior to these dates.

The proceeds of this sale, as received, are placed to the credit of the Government by the Bank of Montreal.

Under its Charter the Company is entitled to receive from the Government out of the proceeds of the sale of the said Bonds, the same number of dollars as the number of acres of the land subsidy earned by it, less one-fifth, that is, if the Bonds are sold at par, but if they are sold at less than par, then a deduction is to be made therefrom corresponding to the discount at which such Bonds are sold. And I now beg to make application for the proportion of such proceeds earned by the Company as under:—

	Miles.
Length of main line, constructed between Winnipeg and Portage la Prairie	53
NOTE.—The actual distance is a little in excess of this, but the difference can be arranged in a subsequent account.	
Main line completed west of Portage La Prairie	108
Total	161

Representing, at 12,500 acres per mile, 2,012,500 acres.

The $10,000,000 of Bonds above referred to having been sold at a discount of 8 per cent. or 92 cents on the dollar, the Company is entitled to receive on the acreage just mentioned, the sum of $1,851,500

Less one-fifth, to be retained by the Government, as provided in the charter 370,300

$1,481,200

And I have the honor to request that the said sum of one million four hundred and eighty-one thousand two hundred dollars ($1,481,200), may be paid to the Company.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir LEONARD TILLEY, Minister of Finance.

No. 2.

BANK OF MONTREAL, MONTREAL, 9th January, 1882.

The Bank of Montreal have received from the Canadian Pacific Railway Company, Land Grant Bonds, of the denomination of $1,000, to the value of $7,000,000; the numbers of the said Bonds being from 0001 to 7,000 inclusive.

W. J. BUCHANAN, *General Manager.*

No. 4.

BANK OF MONTREAL, MONTREAL, 12th January, 1882.

SIR,—I have the honor to honor to inform you that the Canadian Pacific Railway Company have paid into the Bank for the credit of the Government, the sum of $1,840,000 (eighteen hundred and forty thousand dollars), the proceeds of $2,000,000 of the Company's Land Grant Bonds at 92 per cent., and the manager of this Bank at Ottawa, has been instructed to credit the Receiver General's account therewith.

I have the honor to be, Sir, your obedient servant,

W. J. BUCHANAN, *General Manager.*

Sir S. L. TILLEY, K.C.M.G., Minister of Finance.

No. 5.

Statement of deposits and withdrawals of the Canadian Pacific Railway Company.

Deposits—1882:—January 13		$1,840,000 00
February 10		460,000 00
March 2		460,000 00
May 3		920,000 00
June 2		460,000 00
June 3		460,000 00
		$4,600,000 00
Withdrawals:—January 14		$1,481,200 00
June 12		368,000 00
June 24		184,000 00
		$2,033,200 00

CANADIAN PACIFIC RAILWAY COMPANY IN ACCOUNT WITH THE RECEIVER-GENERAL OF CANADA.—*Land Grant Bond Account.*

1882.	Dr.	Cr.
January 13...By deposit		$1,840,000 00
" 14...To amount paid	$1,481,200 00	
February 10. By deposit		460,000 00
March 2 "		460,000 00
May 3 "		920,000 00
June 2 "		460,000 00
" 3 "		460,000 00
" 12.....To amount paid	368,000 00	
" 24 " "	184,000 00	
" 30.....To Balance	2,568,800 00	
	$4,600,000 00	$4,600,000 00
June 30.....By balance		$2,566,800 00

Finance Department, Ottawa, July 5th, 1882.

No. 12.

BANK OF MONTREAL, MONTREAL, 7th September, 1882.

DEAR SIR,—The Canadian Pacific Railway Company has deposited with the Bank, as fiscal agents of the Government, the balance of the Land Grant Bonds up to twenty million dollars (the other five million being already in the hands of the Government at Ottawa) and I have now to advise that to-day we take to account, in anticipation of the October instalment, $1,000,000—being Nos. 13,001 to 14,000, proceeds $920,000—at your credit through our Ottawa branch.

Your obedient servant,

Hon. Minister of Finance. E. S. CLOUSTON, *Manager.*

No. 13.

OTTAWA, 8th September, 1882.

SIR,—I have the honor to enclose to you a copy of a letter from the Manager of the Bank of Montreal, at Montreal, informing me that your Company has deposited with the Bank the balance of the Land Grant Bonds up to $20,000,000.

At the present the only advice I have received from your Company regarding these bonds is that contained in your letter of the 9th January last, informing the Minister of Finance of the sale of $10,000,000 at ninety-two, and giving the dates of delivery, and I have now to direct your attention to clauses 17 and 18 of your charter, and to ask you to inform me of the terms on which the remaining $10,000,000 have been sold, and whether the bonds are deliverable at once or by instalments, and, if in the latter case, to inform me of the dates on which these instalments are payable.

I have the honor to be, Sir, your obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,
No. 14. OFFICE OF THE SECRETARY, MONTREAL, 14th February, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 8th inst., and in reply, I am instructed to inform you that $8,500,000 of the remaining $10,000,000 of Land Grant Bonds have been disposed of to certain parties representing the Canada North-West Land Company. The bonds are to be taken and paid for in monthly instalments extending from 1st November, 1882, to 1st May, 1883, but the purchasers have the option of anticipating the payments should they desire to do so. I am not at present in a position to advise you exactly when these instalments will probably be paid, but as soon as I am in a position to do so, will give you full information on the subject.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 15. OTTAWA, 18th January, 1883.

SIR,—I have the honor to direct your attention to your letter of the 14th September last (dated by mistake 14th February) in reply to mine of 8th September, in which you inform me that $8,500,000 of the remaining $10,000,000 of Land Grant Bonds had been disposed of to certain parties representing the Canada North-West Land Co., the bonds to be taken and paid for in monthly instalments, extending from 1st November, 1882, to 1st May 1883, but the purchasers to have the option of anticipating the payments should they desire to do so. You further stated that you were not then in a position to advise me exactly when these instalments would probably be paid, but you would give full information on the subject as soon as you were in a position to do so. I have now the honor to ask you if you will be good enough to forward to me, as soon as possible, any information you may have on the subject as it is desirable that this Department should know when they may anticipate the receipt of the moneys. In answering the letter I shall be glad to be informed at what rate the bonds were sold.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

CANADIAN PACIFC RAILWAY CAMPANY.

No. 17. OFFICE OF THE SECRETARY, MONTREAL, 9th February, 1883.

SIR,—In answer to your inquiry as to when payment of the Land Grant Bonds may be expected, I have to state that the greater portion of the remaining $10,000,000 were sold to the Canada North-West Land Company, which came under obligation to take delivery of them about this time. The Land Company at the same time purchased the balance of the bonds that were then held by the Bank of Montreal for account of a Syndicate which purchased the first $10,000,000; of these latter the Land Company have already taken up about $3,706,000, of which $2,735,000 have been paid to the Railway Company on account of the land purchased, and are in the hands of Trustees who now hold in all $3,771,500 for the purposes of cancellation.

The land Company have intimated a desire to postpone financial arrangements for taking up the bonds held by the Government until the 1st of May next, when the final call made upon their capital stock matures, paying interest upon the amount meantime, and the Railway Company proposes to meet their wishes in this respect.

I am, therefore, unable with sufficient definiteness, I fear for your purpose, to intimate when a further payment on account of bonds will be made. Of course if the money does not reach the Government treasury before it is earned by the Railway Company, it simply involves on your part the delivery of a proportionate amount of bonds on each estimate.

There is no doubt, however, that there will be a considerable withdrawal of bonds in the early spring.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. M COURTNEY, Esq., Deputy Minister of Finance.

[*In accordance with the recommendation of the Joint Committee on Printing Letters Nos.* 3, 6, 7, 8, 9, 10, 11, 16, 18 *and* 19 *of the above Return are not printed.*]

MEMORANDUM

(27*d*)

On the Progress of Construction of the Canadian Pacific Railway,—21st February, 1883.

See Appendix No. 3 *of* 27 *e.*

[*In accordance with the recommendation of the Joint Committee on Printing, the above Memorandum is not printed.*]

REPORT

(27e)

Respecting the Canadian Pacific Railway, relating to:—

1. The selection of the route.
2. The progress of the work.
3. The selection or reservation of land.
4. The payment of moneys.
5. The laying out of branches.
6. The progress thereon.
7. The rates of tolls for passengers and freight.
8. The particulars required by the Consolidated Railway Act, and amendments thereto, up to the end of the previous fiscal year.
9. Like particulars up to the latest practicable date before the presentation of this Return.

CANADIAN PACIFIC RAILWAY.
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 23rd February, 1883.

SIR,—Having been called upon to give as full information as possible upon subjects in connection with the Canadian Pacific Railway, and up to the latest date, I have the honor to submit the following documents:—

1. From the Honorable Minister's Report, dated 1st instant, page 10 to 13.
2. Statistical return made under the provisions of the Consolidated Railway Act and amendments thereto, for the last fiscal year, ended 30th June, 1882.
3. Report from the Secretary of the Company, describing the line through the Kicking Horse Pass, and asking approval of location by that route; also, from the President of the Company upon the same subject, dated 29th September, 1882; also, from Major Rogers, Engineer, in charge of the Mountain Region upon the same subject, dated 10th January, 1883, accompanying letter from the Secretary of the Company, dated 29th January, 1883; also from the Secretary of the Company, dated 21st February instant, giving a full review of their operations up to that date.
4. Passenger and Freight Tariff.
5. Reports of payments, etc., from the Financial Department.
6. Report from the Department of the Interior.

With respect to the works being executed by the Government, I may state that between Prince Arthurs' Landing and the Red River, the nature of the work is such that it cannot be advantageously carried on during winter, and hence very little progress has been made since the date of the Honorable Minister's Report (1st instant).

Between Kamloops and Emory the work is being vigorously prosecuted, both bridge works and grading, and the rails required to complete this section are now afloat.

The foregoing comprises the fullest information in the possession of the Department.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

APPENDIX No. ONE.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC RAILWAY, DATED 24TH FEBRUARY, 1883.

CANADIAN PACIFIC RAILWAY.

Page X to Page XIII. Annual Report of Honorable Minister of Railways and Canals, dated 1st February, 1883.

Under the terms of the contract entered into in 1881 with the Canadian Pacific Railway Company, the Government have undertaken to construct the line, between —Prince Arthur's Landing on Lake Superior, and Red River;—and between Savona's Ferry, at the foot of Lake Kamloops, and Port Moody, in British Columbia; and the Company, on their part, have undertaken to construct, within a specified time, the line between Callander Station, their eastern terminus at the east end of Lake Nipissing, and Prince Arthur's Landing; also, between Red River and Savona's Ferry: the whole line to be the property of the Company, and to be maintained and operated by the said Company.

Trunk Line:—The following distances are calculated on a route running through the city of Winnipeg, and by the Kicking Horse Pass, if approved:—

	Miles.
1. From Callander (120 miles west from Pembroke) to Prince Arthur's Landing, an estimated distance of	650
2. From Prince Arthur's Landing to Winnipeg	433
3. From Winnipeg, *via* Kicking Horse Pass, to Savona's Ferry (at the foot of Kamloops Lake) an estimated distance of	1,259
4. From Savona's Ferry to Port Moody	215
Approximate length of the trunk line between Callander and Port Moody on the Pacific	2,557 miles.

In addition to the line of the Canada Central Railway between Ottawa and Callander, a distance of 228 miles, which was acquired last year by the Canadian Pacific Railway Company, they have now purchased and operate the portion of the line of the Quebec, Montreal, Ottawa and Occidental Railway between Ottawa and Montreal, a distance of 119 miles; being an addition of 347 miles incorporated into their main line system, making the total approximate distance between Montreal and Port Moody, 2,904 miles.

The section of road, 120 miles, between Pembroke and Callander for the construction of which the Canada Central Railway was subsidized by the Government to the extent of $12,000 a mile, is nearly completed, only a small amount of ballasting, filling, etc., remaining to be done. The road for a distance of 94 miles between Pembroke and Mattawa is under traffic, and the remainder is in use for the transport of materials and supplies for the construction of the line west from Callander.

PROGRESS OF WORKS UNDER GOVERNMENT.

The branch line from Emerson to Winnipeg, 65 miles, and the main line from Winnipeg, eastward to Telford, 94 miles, having been transferred to the Company under the Order in Council of the 9th of April, 1881, the portions of the railway, the completion of which under the contract, remained to be carried out by the Government at the beginning of the fiscal year, 1881-82, were as follows:—

From Prince Arthur's Landing to Telford.....	339 miles.
From Savona's Ferry to Port Moody.....	215 do
	554 do

Under an Order in Council of the 12th of January, 1882, a subsection of road 40 miles in length between Telford and a point near Rat Portage, was transferred to the Company.

On the remaining distance, between Prince Arthur's Landing and Rat Portage, the following is the position of the road :—

The subsection, 6 miles, between Prince Arthur's Landing and Fort William, though not ballasted, is in a fair condition for the passage of trains.

The adjoining subsection, 112 miles, between Fort William and English River, though completed has suffered from subsidence in embankments, which with certain of the older structures, must be renewed and made good.

The track on the next subsection, between English River and Eagle River, 114 miles, was laid throughout by the 25th of August, 1881, and the works are drawing near completion. The line has been used for construction and supply trains during the present season.

From Eagle River to Keewatin (Rat Portage), 67 miles, the works have made good progress, the track having been laid throughout by the 19th of June (1882). The filling up of ravines now crossed by trestle bridges, the erection of station buildings, ballasting, and some minor masonry, comprise all remaining to be done.

Of the works in British Columbia, between Savona's Ferry and Port Moody, 215 miles, the subsection between Port Moody and Emory's Bar, 85½ miles, has been placed under contract, and the works, commenced in the spring of 1882, are being vigorously prosecuted. The contractors for the remaining distance have so far advanced as to have over 22 miles of track laid from Emory's Bar, east, comprising some of the heaviest work yet done on the railway.

The iron bridge superstructure to span the Fraser River near Lytton is now being manufactured.

PROGRESS OF WORKS UNDER THE CANADIAN PACIFIC RAILWAY COMPANY.

The works to be executed by the Company under their contract are as follows:—

From Callander to Prince Arthur's Landing, an estimated distance of.....	650 miles.
From Winnipeg to Savona's Ferry, an estimated distance of	1,259 do
	1,909 do

Main Line, Eastern Section, (From Callander to Prince Arthur's Landing.)—From Callander, westward, for a distance of 82 miles, up to the River Wahnapitæ, the line has been located, and upon the first 40 miles, up to Sturgeon River, the track has been laid, while the grading and bridging for a similar distance are in a forward state.

Main Line, Central Section, (From Red River to Kamloops.)—Upon this section the Company, up to the date of last year's report, had completed 163 miles of road west from Winnipeg.

Surveys were then in progress by the Company in the Mountain District, having in view the finding of a pass which would give a shorter route than that by the Yellow Head Pass, the route contemplated in their contract.

By an Act passed last Session authority was given as follows:—

"The Canadian Pacific Railway Company may, subject to the approval of the Governor in Council, lay out and locate their main line of railway from Selkirk to the junction with the western section by way of some pass other than of Yellow Head Pass, provided that the pass be not less than one hundred miles from the boundary between Canada and the United States of America."

The location of the line up to the South Saskatchewan River, a distance of about 660 miles from Winnipeg, has received approval, and on this distance the Company have now, up to the end of January, 1883, completed 581 miles of road.

In October last the opening of the line for traffic up to Regina, a distance, according to the published time tables of the Company, of 356 miles, was authorized.

Subsidy.—Under the ninth section of their contract it was provided as follows:—"Upon the construction of any portion of the railway hereby contracted for, not less than 20 miles in length, and the completion thereof so as to admit of the running of regular trains thereon, together with such equipment thereof as shall be required for the traffic thereon, the Government shall pay and grant to the Company the money and land subsidies applicable thereto." Under a series of Orders in Council, based upon certificates of the Chief Engineer, portions of the said subsidies have, from time to time since the commencement of the work, been paid to the Company upon such completion of an extent of road, amounting, for both the Eastern and Central Sections, to 601 miles.

Tariff.—Under an Order in Council dated the 29th of April, 1881, a tariff of charges for freight and passengers on the Canadian Pacific Railway was approved, and has since been in force; a revision of this tariff is now under consideration.

BRANCH LINES.

In addition to the subsidy for their main line, the Company have, under their contract, the right to receive a grant, in so far as it is vested in the Government, of the land required for road-bed, stations, etc., in the construction of branch lines.

The Company have under construction the following branches:—The Sault Ste. Marie and the Pembina Mountain or South-Western.

Pembina Mountain or South-Western.—The Company have constructed a branch about 100 miles in length, extending in a south-westerly direction from Winnipeg, west of Red River, to Pembina Mountain, and this branch is now in operation.

A sub-branch, 13 miles long, extends from this line to Gretna (formerly known as Smuggler' Point) on the International boundary.

Sault Ste. Marie.—This branch has been located by the Company from Algoma Mills (Lake Huron) up to the Wahnapitæ River, a distance of about 100 miles, and they have carried on works of grading and bridging during the summer upon the first 60 miles from Algoma Mills.

A branch known as the Stonewall Branch, about 22 miles in length, between Winnipeg and Stonewall, originally formed part of the Government line west from Winnipeg, and was taken over by the Company at cost price.

APPENDIX No. TWO.

TO THE LETTER OF THE CHIEF ENGINEER OF CANADIAN PACIFIC RAILWAY, DATED 24TH FEBRUARY, 1883.

Number Eight.

RETURN REQUIRED BY THE MINISTER OF RAILWAYS AND CANALS, SHOWING THE CONDITION OF THE CAPITAL AND REVENUE ACCOUNT, &c., &c., OF THE CANADIAN PACIFIC RAILWAY, FOR THE YEAR ENDING 30TH JUNE, 1882.

Location and general description of the Canadian Pacific Railroad, showing the County or Counties through which the road runs, the terminal points, connections, if any, and giving a general description of the line and the country through which it passes.

Main Line east from Winnipeg.

Terminal points, Winnipeg and Rat Portage, distance 135 miles. Crossing the Red River at Winnipeg, it runs along the easterly side in a north-easterly direction

through the parishes of Kildonan, St. Andrew's and St. Clements. Level country, open prairie and meadow lands about twenty-two miles, then easterly to Rat Portage, through about fifteen miles of poplar brush and open, patches of meadow lands, spruce, swamp, and dry ridges of better timber for thirty-six miles, then open muskeg and rock bluffs to Rat Portage. Connection is made at St. Boniface with the Pembina branch of the Canadian Pacific Railway. This portion of the main line rises gradually from the point where the direction changes easterly, till at Cross Lake, it attains an elevation of about 300 feet above prairie level of Red River. Gradients not exceeding fifty-three feet per mile ascending westerly, and twenty-six feet per mile ascending easterly. Curves not exceeding 4°, except where leaving Winnipeg to cross the Red River a 6° 30' curve is used. Roadbed, principally embankment, full balasted, well drained, structures principally wooden.

Main Line, west from Winnipeg.

Terminal points, Winnipeg and Oak Lake. Distance, 165 miles. Runs through the Counties of Selkirk, Marquette, Portage and Norfolk, crossing the Assiniboine River at Brandon. From Winnipeg the line runs in a northwesterly direction for about thirty-five miles, thence south-westerly to Portage la Prairie, thence in a general westerly direction to Oak Lake. Character of country for first sixty-three miles from Winnipeg, all open prairie, thence through poplar bush for next twenty-one miles, at which point the line begins to ascend, passing through sand hills with occasional level stretches for sixteen miles, thence over undulating open prairie to Oak Lake, crossing the Assiniboine River at Brandon. Grades not exceeding 40' per mile. Curves not exceeding 3°. From Oak Lake westward, main line under construction, about sixty-seven miles of track laid to 30th June, 1882.

Pembina Branch Canada Pacific Railway.

Terminal points, Emerson and St. Boniface. Distance sixty-eight miles. Runs along the east side of Red River through the Counties of Morris and Provencher in a northerly direction from Emerson to the junction with the main line of the Canadian Pacific Railway at St. Boniface, passing through open country and meadow lands. Road-bed and embankment 17 feet in width on top, full ballasted, good drainage, principally timber structures; grades not exceeding 10' per mile; curves not exceeding 2° except at junction with main line where 5° curve is used. Connection at Emerson with St. Paul, Minneapolis and Manitoba Railway.

Eastern Division.

Running from Brockville on the St. Lawrence through the Counties of Leeds and Grenville, Lanark and Renfrew, to Pembroke and Mackay's, with a branch from Smith's Falls to Perth, and from Carleton Place to Ottawa in the County of Carleton, thence to Montreal, passing through the Counties of Ottawa, Argenteuil, Two Mountains, Terrebonne, Laval, Jacques Cartier and Hochelaga.

RETURN by the Canadian Pacific Railway of the Capital Account of said Railway; also the Revenue and Expenditure, &c., for the year ended 30th June, 1882,

No. 1—CAPITAL ACCOUNT.

—	Authorized.	Subscribed.	Paid up.	Rate of Interest or Dividend.
Total amount of Ordinary Share Capital	25,000,000	5,000,000	5,000,000	6 p. c.
do do Canada Central	.....	984,400	984,400	
do Ordinary Bonds, Canada Central	3,402,000	3,402,000	3,402,000	
do Government Bonuses	25,000,000	.....	2,210,000	
do do do Can. Central	1,440,000	.....	1,065,000	
do Municipal Bonuses	.....	270,000		
do do do Canada Central	.....	345,000	75,000	
do Subscription to Shares do	.....	.....	42,500	

No. 2.—Loans or Bonuses from Governments or Municipalities.

Dominion Government, $25,000,000; 25,000,000 acres of land.
Municipalities, none yet paid.

No. 3.—Bonds or Other Securities Negotiated by the Company.

Amounts.	Rate of Interest.	Date of Sale.	Prices Realized.
$25,000,000	5 per cent. land grant bonds.	October, 1881. July, 1882	$ .92 .98½

No. 4.—Sales of Lands Made by the Company.

Acres Sold.		Price per Acre.	Amount.
To settlers	447,360	$2.50 less rebate.	$1,118,400 00
Companies	319,120	5.00 do	1,595,600 00
Total	766,480		$2,714,000 00

No. 6.—Characteristics of Road, Etc.

Winnipeg to Rat Portage	135 miles.
" " Oak Lake	165 do
Mackay's to Brockville and Ottawa	198 do
Ottawa to Montreal	120 do
Pembina Branch, Winnipeg to Emerson	68 do
Stonewall Branch, " " Stonewall	22 do
Smith's Falls Branch, Smith's Falls to Perth	12 do
Aylmer Branch, Ottawa to Aylmer	9 do
Laurentian Branch, St. Therése to St. Lin	15 do
St. Eustache Branch, " " St. Eustache	8 do
St. Jérôme Branch, " " St. Jérôme	13¾ do
	763¾

Estimated length of line under construction by Company:—

West of Callander	650
" Winnipeg	1,188
	1,838
South-Western Branch	113
	1,951

Mileage under Traffic.

Length of road laid with iron rails	109¼ miles.
do do steel rails	634½ do
do sidings	
do double track (if any)	
Weight of rail per yard, main line, iron	56 and 58 lbs.
do do do steel	56 and 57¼ lbs.
do do branches, iron	56, 58 and 75 lbs.
do do do steel	56 and 57¼ lbs.

Number of engine houses and shops	12
do engines owned by the Company	118
do do hired	
do first class passenger cars owned by the Company	40
do first class passenger cars hired	
do second class and emigrant cars owned by the Company	18
do second class and emigrant cars hired	
do baggage, mail and express cars owned by the Company	25
do baggage, mail and express cars hired	
do cattle and box freight cars owned by the Company	580
do cattle and box freight cars hired	
do platform cars owned by Company	2,063
do do hired	
do coal cars owned by Company	
do do hired	
do ties to mile, main line	2,640
do do branches	2,640
Nature of fastenings used to secure joint or rail, fish plate and some chairs	
Number of grain elevators	1
Capacity of do at Brockville	16,000 bus.
Number of level road crossings at which watchmen are employed	2
Number of level road crossings without watchmen	350
do overhead bridges	8
Height of do above rail level	18 to 19 ft.
Number of level crossings of other railways	1
do junctions with other railways	5
do do branch lines	7
Radius of sharpest curve	6·30
Number of feet per mile of heaviest gradient	50
Gauge of railway	4 ft. 8½ in.

No. 7.—Actual Cost of Railway and Rolling Stock.

1. Cost of land and land damages	$39,952 41
2. Cost in connection with administration of Land Grant in aid, if any	85,198 03
3. Cost of grading, masonry and bridging station building, &c., &c.	3,450,196 39
4. Cost of Rolling Stock of all kinds	2,424,339 64
5. Engineering	296,731 30
6. Lines and branches acquired on Eastern Division	8,710,000 00
Total	$15,005,417 70

The above total to show the real cash cost of Construction and Rolling Stock.

No. 8.—Operations of the Year and Number of Miles Run.

1. Miles run by Passenger Trains	317,841
2. do Freight Trains	544,929
3. do Mixed Trains	54,473
4. Total Miles run by Trains	937,243
5. do Engines	

6. Total number of Passengers carried	388,785½	
7. do Tons Freight (of 2,000 lbs) carried	634,153	
8. Average rate of speed of Passenger Trains	22½	miles.
9. do Freight Trains	15	"
10. Average weight of Passenger Trains in motion		
11. do Freight Trains in motion		

No. 9.—Descripton of Freight Carried.

	Weight in Tons.
1. Flour in Barrels No. 40,006	3,994
2. Grain in Bushels, No. 3,937,166	35,438
3. Live Stock, No. 49,137	21,150
4. Lumber of all kinds, excepting Firewood, Ft. 136,164,645	139,830
5. Firewood, No. of Cords of 128 Cubit Ft. 12,532	15,937
6. Manufactured Goods	144,236
7. All other articles	313,568
Total weight carried	635,153

No. 10.—Earnings of the Railway.

1. From Passenger Traffic	$596,824 78
2. From Freight Traffic	890,384 60
3. From Mails and Express Freight	39,273 73
4. From other sources	19,730 82
Total	$1,546,213 93

No. 13.—Operating Expenses.—Maintenance of Line, Buildings, &c.

1. Wages, &c., of labor employed on track, including sidings	$160,296 31
2. Cost of iron rails and fastenings	
3. Cost of steel rails and fastenings	17,711 10
4. Ballasting	922 44
5. Repairs of bridges and culverts	13,371 61
6. Repairs and renewals of buildings	8,250 44
7. Repairs of fencing	3,655 25
8. Clearing snow	51,278 81
9. Engineering superintendence	
10. Maintenance of docks	590 17
11. Renewal of ties	9,948 70
12. Repairs to telegraph	1,715 86
Total	$276,940 69

Working and Repairs of Engines.

1. Wages of enginemen, firemen and cleaners	$ 97,389 55
2. Cost of coal for fuel	33,508 07
do wood do	140,113 28
3. Repairs of engines and tenders	64,526 01
4. Oil, tallow, waste, etc., for engines	11,266 18
5. Pumping engines	11,844 08
6. Repairs of tools and machinery	6,505 24
7. Superintendence	
8. Incidental shop expenses	12,963 68
Total	$378,116 09

Working and Repairs of Cars.

1. Wages and material for repair of passenger cars....	$21,094 98
2. do do freight cars and snow ploughs.....	35,787 69
3. Superintendence.....	
Total.....	$56,882 67

General and Operating Charges.

1. Office expenses, including directors, auditors, management, travelling expenses, stationery, &c.	$105,329 79
2. Station agents, clerks, porters, &c.....	136,327 04
3. Conductors, baggagemen and brakemen.....	88,011 11
4. Compensation for personal injuries.....	
5. Loss or damage to freight	2,138 42
6. Cattle killed.....	1,857 50
7. Cost of ferries and ferry-boats.....	
8. Cost of foreign agencies.....	
9. Small stores, including lights, lamps and signals...	52,470 14
10. All other charges.....	20,709 35
11. Mileage of foreign cars.....	29,519 54
Total.....	$436,359 89

No. 14.—Summary of Operating Expenses.

Maintenance of line, buildings, &c..	$276,940 69
Cost of working and repairs to engines	378,116 09
Cost of working and repairs to cars	56,882 67
Cost of general operating expenses	436,359 89
Total cost of operating railway.....	$1,148,299 34

The above statement to include the full cost of operating the railway, and the total to correspond with the published return of the company.

No. 15.—Accidents.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from cars or engine.....	.....	.....	.....	.....	.....	.....	.....	.....
Jumping on or off trains or engine when in motion.	.....	.....	.....	.....	.....	.....	.....	.....
Walking, standing, lying, sitting or being on track.....	.....	.....	1	.....	2	1	3	1
At work on or near the track, making up trains	.....	.....	.....	.....	.....	.....	.....	.....
Putting arms or heads out of windows	.....	.....	.....	.....	.....	.....	.....	.....
Coupling cars	.....	.....	.....	3	.....	.....	.....	3
Collision, or by trains thrown from track.....	.....	.....	.....	.....	.....	.....	.....	.....
Explosions	.....	.....	.....	.....	.....	.....	.....	.....
Striking bridges	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	.....	1	3	2	1	3	4

The following is a Statement of the date of each Accident, the place where it occurred, the train, the cause and the extent inflicted upon each person, and the name of such person.

Date.	Name and Place.	Nature of Accident or Cause.
1882.		
Jan. 28.....	C. Cleary, Cobden	Hand jammed coupling cars.
Feb. 17.....	W. Kidd, Ottawa Yard	do do
do 18.....	T. Burke do	Under influence of liquor, walking on track, run over by freight train.
do 22.....	G. Canty do	Arm smashed coupling cars.
Mar. 22.....	J. Radwell, half mile west of Weston's Station.	Under influence of liquor, lying beside track, head jammed, not serious.
April 28.....	Jas. Shore, one mile east of Stitsville Station.	Under influence of liquor, lying on track.
June 24.....	W. O'Connell, Sand Point	Wheels passed over head, while lying under car asleep at meal hour.

NAMES AND RESIDENCES OF DIRECTORS AND OFFICERS OF THE COMPANY.

Geo. Stephen, President, Montreal.
D. McIntyre, } Vice-Presidents, Montreal.
R. B. Angus, }
J. J. Hill, St. Paul, Minn.
H. S. Northcote, London, England.
J. de Reinach, Baron, Paris, France.
P. du P. Grenfell, London, England.
C. D. Rose, do do.
Hon. D. A. Smith, Montreal.
J. S. Kennedy, New York.
Charles Drinkwater, Secretary and Treasurer, Montreal.
W. C. Van Horne, General Manager, do.
Jas. C. James, Chief Engineer, Winnipeg.
W. B. Smellie, Consulting Engineer, Montreal.
Archer Baker, General Superintendent, (E. D.) Montreal.
J. M. Egan, do (W. D.) Winnipeg.

SECTION OF THE RAILWAY BUILT BY THE GOVERNMENT.

LOCATION *and General Description of Canadian Pacific Railroad, showing the County or Counties through which the Road runs, the Terminal Points, Connections, if any, and giving a General Description of the Line and the Country through which it passes.*

Main Line, Prince Arthur's Landing to Red River.

Prince Arthur's Landing to the Red River, including the Pembina Branch :—

Main line.....	432	miles in length.
Colville Branch.....	1½	" "
Pembina Branch.....	65	" "
	498½	" "

This line runs from Prince Arthur's Landing to Fort William, a distance of six miles, from thence to Wanbigon Lake, following along its north shore, thence to Eagle Lake, traversing its north shore, thence to Rat Portage, a distance of 292 miles. thence to Selkirk, 113 miles, and from thence to the curving of the Red River opposite Winnipeg, 21 miles.

Colville Branch, Selkirk to Colville Landing, 1½ miles in length.

Pembina Branch, from the crossing of the Red River, opposite Winnipeg, to Emerson (national boundary), 65 miles.

Main Line, Savona's Ferry to Port Moody.

Commencing at Savona's Ferry (Kamloops), and following the South Thompson to thence following the Frazer River to the Pie River, thence crossing to Port Moodie, a distance of 215 miles.

No. 1.—Capital Account.

Total amount of Government bonuses, $28,000,000 authorized. $17,884,116 paid up.

No. 2.—Loans or Bonuses from Governments or Municipalities.

Dominion Government, amount of bonus granted, $28,000,000.

No. 3.—Bonds or other Securities Negotiated by the Company.

(*Government nothing to enter.*)

No. 4.—Sales of Lands Made by the Company.

(*Government nothing to enter.*)

No. 6.—Characteristics of Road, &c.—*Under Construction.*

	Miles.
Length of main line from Prince Arthur's Landing to Red River opposite Winnipeg	432
Length of main line from Savona's Ferry to Port Moody	215
Length of Colville Branch from Selkirk to Colville Landing	1½
Length of Pembina Branch from St. Boniface to Emerson	65
Total mileage	713½
Length of road laid with iron rails	
" " steel rails	713½
" siding with steel rails	20
" double track (if any)	
Weight of rail per yard, main line, iron	
" " " steel	57¼ "
" " branches, iron	"
" " " steel	57¼ "
Number of engine houses and shops	4
" ties to mile, main line	2,500
" " branches	2,500
Nature of fastening used to secure joint or rail	fish plates
Number of level road crossings without watchmen	85
" overhead bridges	
Height of underhead bridges above rail level	
Number of level crossings of other railways	
" junctions with other railways	1
" " branch lines	2
Radius of sharpest curve	637
Number of feet per mile of heaviest gradient	53
Gauge of railway	4 ft. 8½ in.

No. 7.—Actual Cost of Railway and Rolling Stock Under Construction.

Cost of grading, masonry and bridging, station building, &c., $17,884,116.
Cost of rolling stock of all kinds, including workshops, (Government do not supply it.)

No. 8.—Operations of the Year and Number of Miles Run.
(*Not operated by Government.*)

No. 9.—Description of Freight Carried.
(*None operated by Government.*)

No. 10.—Earnings of the Railway.
(*None operated by Government.*)

No. 11.—General Tariff of Tolls Established by the Company.
(*None by Government.*)

No. 12.—Special Rates of Tolls Established by the Company.
(*None by Government.*)

No. 13.—Operating Expenses.—Maintenance of Line, Buildings, &c.
(*Not under traffic by Government.*)

Working and Repairs of Engines.
(*Not operated by Government.*)

Working and Repairs of Cars.
(*Not operated by Government.*)

Operating Expenses.—General and Operating Charges.
(*Not operated by Government.*)

No. 14.—Summary of Operating Expenses.
(*Not operated by Government.*)

APPENDIX No. THREE.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC RAILWAY, DATED 24th FEBRUARY, 1883.

Report from the Secretary of the Canadian Pacific Railway Company, dated 15th September, 1882.
Report from the President of the Canadian Pacific Railway Company, dated 29th September, 1882.
Report from Major Rogers, Engineer in charge of the Mountain Region, dated 10th January, 1883.
Report from the Secretary of the Canadian Pacific Railway Company, dated 21st February, 1883.

CANADIAN PACIFIC RAILWAY COMPANY.
OFFICE OF THE SECRETARY, MONTREAL, 15th September, 1882.

SIR,—In accordance with the Act of last Session, which provides that the Canadian Pacific Railway Company may, submit to the approval of the Governor in Council, lay out their line through the Rocky Mountains by way of some pass other than the "Yellow Head Pass," provided that the pass be not less than one hundred miles from the boundary between Canada and the United States. I have the honor, by order of the Directors, to request that the route by way of Kicking Horse Creek and across the Selkirk Range *via* Beaver Creek, as described in the enclosed sketch, may be approved by His Excellency in Council. I have the pleasure to state that the Engineer charged with the duty of exploration has reported that a line can be built by this route with practicable grades. He reports that the grade on each side of the summit, for say twenty miles, would be about two feet per chain or 105.6 feet per mile, and that if a tunnel were constructed instead of crossing the summit it would be about two and a-half miles long and would not materially diminish the grades. The summit is represented as being admirably adapted for the location of a depot for marshalling trains, being practically level for a distance of about three-quarters of a mile.

As an illustration of the practicability of the grades by the proposed route I may state the Directors are informed that the maximum grades on both the Central and Southern Pacific lines are 2.15 feet per chain or 114 ft. per mile. It is worthy of note that while this Company has succeeded in finding a line across the mountain ranges with a lighter maximum gradient than that of any of the other Pacific lines, the maximum grades are embraced within a distance of 40 miles, which has a very important bearing upon the economical operation of a railway. I am further instructed to say that the Directors will be ready to furnish any other information in their power which the Government may desire with respect to the proposed pass.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

MONTREAL, 29th Sept, 1882.

SIR,—Since the Engineer in charge of the mountain surveys of this Company, Major A. B. Rogers has reported a practicable and reasonably direct route through the Selkirk Range, a statement in a connected form of the character of the entire mountain section from the Eastern base of the Rocky Mountains to Lake Kamloops may be of interest and value.

In his report upon the mountain surveys of 1881 Major Rogers says:—"The route selected for location passes up the Bow River to its junction with Bath Creek, thence up Bath Creek westerly about five miles, thence south-westerly about one mile to the Summit Lake, which is about one-half mile in length, and from which the water flows both easterly and westerly, and lying about four or five miles further east than is shown on the map as the summit of the Rockies; thence down the east branch of the Kicking Horse to the main stream, which is followed to the Columbia River.

"From the result of the survey, as far as made, I can safely assure a descent from the summit to the Columbia River with a grade not to exceed eighty feet to the mile, with an easier grade up Bow River and Bath Creek to the summit."

In his verbal report on this section Major Rogers said he expected to reduce the grades to sixty-six feet to the mile, and the latest advices from his chief assistant, Mr. Hurd, indicates that east of the summit, at least, the grades will not exceed sixty feet to the mile.

In his report on the exploration of 1881, Major Rogers further says: "I have made a reconnoissance from Kamloops easterly to the summit of the Selkirk Range, and from general observation and barometric readings can safely report a grade not to exceed sixty-six feet to the mile between Kamloops and the North Fork of the Illi-cille-want, and from thence to the summit of the Selkirks not to exceed eighty feet to the mile.

It was Major Rogers' chief task this year to connect the two lines described, and he has succeeded in doing so with a line ascending westerly for a distance of twenty miles to the summit of the Selkirks at the rate of $105\frac{8}{10}$ feet per mile, and descending the western slope at the same rate for the same distance, the two heavy grades being connected at the summit by a comparatively level section three-quarters of a mile in length.

It may therefore be safely stated that, with the exception of the Selkirk range the maximum grades east of Kamloops Lake will be eighty feet to the mile, with a strong probability that these will be reduced to sixty-six feet to the mile, and considering the fact that the heavy grades in the Selkirk Range are embraced within a comparatively short distance, their disadvantage is very little as compared with the great saving in through distance. It may be remarked at the same time that these gradients, in the Selkirks, are about ten feet to the mile lighter than the maximum of the Union Pacific Railway.

I am, Sir, your obedient servant,

GEO. STEPHEN, *President.*

P. S.—Since writing the above I have received a further letter from Major Rogers, dated Columbia River, August 24th, from which the following is an extract:

"I have to-day returned from a trip east, seeing all the parties. Davis, running east from summit of Rocky Mountains, is getting a splendid line. After crossing Bow River his maximum grade being 0·7 per chain, or thirty-seven feet per mile. He has located about twenty-five miles.

"Hudson working from summit westerly down the Kicking Horse, has not done well, having located only about three and one-half miles and run down about fifteen miles of preliminary line in addition.

"McMillan running from the summit in the bend of the Kicking Horse westerly is getting a 1 per cent. or 52·80 grade, and good work. His work after the first eight miles is rough, as must be expected in such a gorge.

"I have great hopes of confining all heavy grades (exceeding 52.80 per mile) to within twenty miles of the two summits, (the Rockies and Selkirks).

Hon. J. H. Pope, *Acting* Minister Railways and Canals.

Canadian Pacific Railway Company,
Office of the Secretary, Montreal, 29th January, 1883.

Sir,—I have the honor to enclose for the information of the Honorable Minister of Railways copy of a report, dated 10th inst., of Major Rogers, on the survey and explorations conducted by him in the Rocky Mountains between Fort Calgarry and Kamloops, during the past year.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. Bradley, Esq., Secretary Railways and Canals.

WINNIPEG, 10th January, 1883.

DEAR SIR,—I beg to submit the following report on the progress of the surveys of the Mountain Division of the Canadian Pacific Railway between Fort Calgary and Kamloops Lake.

At the close of the preliminary work in 1881, I left a party under D. McMillan on the Columbia River, at the mouth of the Kicking Horse, with instructions to make such surveys and explorations during the winter as the weather would permit.

For the prosecution of the work in 1882, I arranged to send three full engineering parties under Mr. F. Hurd, principal assistant, by way of Fort Benton and Fort Calgary to the Rocky Mountain Pass; one of the parties under F. P. Davis to commence location from the summit eastward, another under H. S. Huson from the summit westward, and the third under F. W. Aylmer to proceed to the Columbia River to cut trails, and commence exploratory work in the Selkirk Range. With Aylmer were a number of extra men to fill out McMillan's party.

I left St. Paul at the end of March, and proceeded to the Columbia River by the way of San Francisco, Portland, Pend d'Oreille Lake, and the Kootenay River. I purchased supplies at San Francisco and Walla-Walla sufficient for the season's work in the Columbia Valley, and arrived at McMillan's camp at the mouth of the Kicking Horse River on the 20th of May.

From November 20th to the middle of January, McMillan, with nine men, had been engaged in getting supplies down the Columbia on toboggans, (the river having frozen exceptionally early, preventing the use of canoes). After this he had run a preliminary line down the Columbia about seven miles, and up the Kicking Horse about ten miles, and had made a trial location of about six miles.

On the 22nd of May I started from the camp on the Columbia for the Selkirk Mountain, but was unable to cross the range, owing to very high water in all the mountain streams.

Returning, I crossed the valley of the Spillamucheen, striking the Columbia about forty miles above the mouth of the Kicking Horse, finding a very good route for a pack trail from the Columbia River to Beaver Creek, and reaching camp on the 16th of June. I remained at the camp until June 26th, making examinations of the line and awaiting the arrival of supplies which had been delayed by high water between Pend d'Oreille Lake and Kootenay Ferry, many bridges having to be repaired and some new ones built.

On the 30th June I started for the summit of the Rocky Mountains to meet Aylmer's party, from whom I had not heard since leaving Winnipeg. On July 3rd I found Hurd and Aylmer, with eighteen men, encamped at the bend of the Kicking Horse, making preparation for rafting across the river, and learned that the two parties under Huson and Davis had commenced the work of location from the summit on the 19th of June. I sent Mr. Hurd back to look after the work of these parties and to forward supplies to Aylmer, and sent six of Aylmer's men to join McMillan.

On July 4th the rafting of men and supplies across the Kicking Horse River was completed. The following day was spent in cutting trails, and on the 6th I started with four of Aylmer's men for the Columbia to raft supplies and then to go into the Selkirks, Aylmer and the rest of his men to remain and complete the trail to the Columbia.

On Monday, July 17th, I started from the Columbia with two white men and three Indians, for another trip into the Selkirks by the way of Beaver Creek, and on the 24th I had succeeded in finding a practicable line across the summit and into the east branch of the Ille-cille-waut and returned to camp on the 6th of August.

On the 8th of August I sent Aylmer's party to open a trail to the summit of the Selkirks, and to make a survey from the summit easterly. He succeeded in cutting the trail; but owing to the great amount of fallen timber and other difficulties encountered, he was so late in reaching the summit that the snow prevented any attempts at an instrumental survey, and he returned, reaching the Columbia about October 20th.

I left the Columbia on August 10th, and met Huson with his party at Otter Creek, about seventeen miles west of the summit of the Rocky Mountains. He had nearly completed his preliminary line to that point.

On the 17th, I arrived at Davis's camp opposite the east end of Castle Mountain, about twenty-one miles east of the summit, and found that he had located an excellent line from the summit to that point, one that will require very few alterations.

On the 18th, Mr. Hurd arrived at Davis's camp. I left Davis' camp on my return to the Columbia on August 19th, Mr. Hurd accompanying me.

On the 20th, I found Huson's party four miles west of the summit preparing to commence location. On the 23rd, I reached McMillan's camp, ten miles east of the Columbia

From this time until late in October, I was engaged in arranging for supplies, in examining the different lines and in exploring the country, and on the 27th of October I started east, across the Rocky Mountains, met Hurd near the summit on the Bow River and found Davis at work about forty miles east of the summit. Huson had left the mountains for the winter, and had gone to Padmore. After arranging for a continuation of the surveys eastward to Calgary during the winter, I started for Winnipeg by the way of Calgary and the end of track, reaching Winnipeg on November 24th.

General Results.

As a general result of the work up to 5th November, when I left Padmore at the eastern base of the Rocky Mountains, I may report that the location had been completed from the summit of these mountains eastward, along Bath Creek and the Bow River for a distance of forty miles, and also from the summit westerly, following the east branch of the Kicking Horse River, a distance of eight miles—the latter section covering the heaviest work descending to the Columbia.

From the end of this location a preliminary survey has been made for about 11 miles, ending in the bottoms of the Kicking Horse River. The line follows these bottoms for a distance of twelve miles to where McMillan's survey begins, and as the work on this section is light, and no difficulties are encountered either as to grades or curvature, no instrumental survey has as yet been made. McMillan's line from the bend of the Blackberry River in the Columbia Valley, about 27½ miles is simply a trial location, and will be re-run and greatly improved.

From the first crossing of the Columbia the line enters the Selkirk Range by way of Beaver Creek, which it follows in a southerly direction about 16 miles and then runs westerly up a branch of the same creek, between four and five miles, thence south westerly over the divide, three miles to the east fork of the Ille-cille-waut, thence down the east fork of the Ille-cille-waut to the main stream which it follows to the second crossing of the Columbia opposite Eagle Pass.

The 40 miles of line located from the summit of the Rocky Mountains eastward, is in very easy work, affording light grades and good alignment. The ascent from the summit eastward is at the rate of 75 feet per mile for the first five miles, and for the remainder of the distance, the maximum is 57 feet to the mile, and until the surveys eastward to Fort Calgary have not yet been completed, I have reason to believe that the maximum gradients may be confined within the figures last named.

From the summit of the Rocky Mountains descending westerly to the Columbia Valley, a maximum gradient of 60 feet to the mile can be secured, but it would involve excessive curvature, a large increase in distance and in cost, and twice the time in construction, and inasmuch as helping engines will be required in any case, I have thought it best to adopt a heavier and shorter grade, and the shortest practicable line. This section of the line, as located, is in very heavy work, which cannot be avoided, but it is very direct, and the heavy gradients (116 feet per mile) are confined within a comparatively short distance.

Owing to the shortness of the season the difficulties and delays encountered in reaching the work, and to high water in the mountain streams, and the enormous

amount of labor involved in cutting trails, no instrumental survey of the line across the Selkirk Range has as yet been possible.

I have, however, thoroughly examined the line and ascertained the altitudes by repeated barometric observations, which have been carefully checked, and I feel entirely safe in reporting a practicable line through this range, and with maximum gradients of 105.6 feet per mile, but, in this case also, I would recommend the use of gradients of 116 feet per mile, in order to avoid some points where dangerous snow slides are to be feared.

The work through the Selkirks will be very heavy and expensive, but I believe that the increased cost will be fully justified by the great saving in distance and in the cost of operation.

From my investigation of the line between the Selkirk Range and Kamloops, I am confident that no heavier gradients than 52.8, or at most, 60 feet per mile are to be expected. The heavy gradients in the mountain section of the line, which will in no case exceed those of the Central Pacific Railway, will be grouped in three short sections; one from the summit of the Rocky Mountains down toward the Columbia River, 20 miles; another of 20 miles up the east slope of the Selkirks, and another of 20 miles down the west slope of the Selkirks, toward the second crossing of the Columbia. At the summit of the Selkirks, between the ascending and descending grades there is a comparatively level interval of about three-quarters of a mile which is admirably adapted to the requirements of a station for marshalling trains.

The commercial advantages of the consolidation of the heavy gradients where helping engines will be required, is too apparent to require any special comment here, but I may say that, in this respect, the Canadian Pacific will compare most favorably with any of the other Pacific Railways. I may add that on the Northern Pacific gradients as high as 128 to 130 to the mile are used.

The surveys from the summit of the Rocky Mountains eastward to Fort Calgary will probably be completed during the present month. The altitude of the line at the summit of the Rocky Mountains does not exceed 5,500 feet above sea level, and at the summit of the Selkirks it does not exceed 4,500 feet.

Submitted herewith are plans and profiles as follows:—

Plan (No. 1) and profile (No. 1 A and 1 B) of location from Rocky Mountains eastward	19 miles.
Plan (No. 2) and profile (No. 2) from summit of Rocky Mountains westward	8¼
Profile (No. 3) preliminary line on Kicking Horse River	11
Plan (No. 4) and profile (No. 4), trial location from head of Kicking Horse River to Columbia River	27¼

Very truly yours,

A. B. ROGERS, *Engineer Mountain Division, C. P. R.*

W. C. VAN HORNE, Esq., General Manager C. P. R.

CANADIAN PACIFIC RAILWAY COMPANY,
MONTREAL, 21st February, 1883.

SIR,—I am instructed by the Board of Directors to submit the following memorandum relating to the progress of construction of the Canadian Pacific Railway.

On the Western Division, owing to the broken nature of the country, difficulty of access and the necessity of extensive surveys which consumed much time, very rapid progress with the work of construction has been impossible up to this time, but the track is now laid on the main line from Callander westward to the Sturgeon River, a distance of forty miles. The grading is nearly completed for an additional distance of twenty miles and is well advanced on a further section of ten miles.

Beyond this much work has been done in the way of clearing and road-making, 2,300 men and 170 teams are now employed on this work and it is expected that the grading will be completed and the track extended about 100 miles farther west during the present year.

On the Algoma Branch, which diverges from the main line a short distance west of the Wahnapitae River and thence follows a very direct line to Algoma Mills on Lake Huron, a distance of about 100 miles, the track has been laid from Algoma eastward twenty-five miles, and the grading on the remainder of the line is so far advanced as to justify the belief that it will be completed and ready for operation by the end of the present season. This branch will afford a summer connection with the main line west from Thunder Bay, pending the completion of the Lake Superior section of the railway. 1,050 men and eighty teams are employed on this branch at the present time.

During the past season active operations were commenced from Prince Arthur's Landing on Thunder Bay eastward to the Nipigon River. The grading is already well advanced and several miles of track have been laid, and it is expected that by the end of the present year the track will have been laid to a point nearly, or quite 100 miles east from Prince Arthur's Landing. There are now employed on this section 1,150 men and 100 teams, and this force will be increased on the opening of navigation.

The preliminary surveys of the remainder of the line north and east of Lake Superior have been completed, and prove, beyond a doubt, the feasibility of the line sought by the Company very near the north shore of the lake. The final location of this line is proceeding rapidly, and it is the intention of the Company to vigorously attack the work at all accessible points in the early spring.

Much of the work on this section is very heavy, but keeping in view the comparative value of the shortest possible through line, as well as the capitalized value of the saving in the cost of operation, the Company have here, as on all other sections of their line, chosen the shortest possible route, notwithstanding a largely increased immediate outlay.

On the Western Division, at the close of the year 1881, the track had been laid on the main line from Winnipeg to Flat Creek (now Oak Lake Station), a distance of 100 miles, and the grading was nearly completed for a further distance of about fifty miles.

On the South-Western and Pembina Mountain Branch, about eighty-eight miles of grading had been completed and 8·00 miles of track laid.

Track-laying on the main line was recommenced in March, 1882, but owing to the incomplete condition of the grade of the year before and to heavy snows in the early spring, and to the interruption of traffic by floods during April and May, rapid progress could not be made until late in June, and on account of the unusual intensity of the spring and the delay in men and supplies by the floods, grading was not commenced until the last week in May, from which time it continued until the 19th of November, when it was terminated by frost, the rails having then been completed continuously to a point ten miles west of the Indian Farm, north of the Qu'Appelle Hills, and to within about fifty miles of the crossing of the South Saskatchewan River. Several sections, aggregating about seventeen miles, were also completed between this point and the Saskatchewan Crossing.

From the beginning of work in the spring until the end of June, 48·50 miles of main track were laid, and from that date track-laying proceeded rapidly. At the end of the year 117·01 miles of main track and 28·00 miles of side track had been laid, bringing the completed line to a point 84·83 miles west of Winnipeg, and within a mile of the end of the ballasted grade over which the track will be laid as the weather will permit during the present winter.

It will be noted with interest that, notwithstanding the unusual severity of the winter climate in the North-West, track-laying was carried on throughout the month of December, and 30·70 miles were laid during that month, at an average of 1·14 miles for each working day.

On the South-Western and Pembina Mountain branch about twenty-five miles of grading was done during the past year to complete the roadway and twenty-two miles of new grade was made for the purpose of carrying the line through the town of Morris.

Track-laying recommenced on this branch, August 15th, and was completed November 7th, 100¾ miles of main track and 21¾ miles of sidings having been laid during that time.

A branch line from Winnipeg to Selkirk twenty-three miles in length, was commenced late in the season. This will be completed and the track will be laid upon it before the coming midsummer.

A line twenty-miles in length from the South-Western Branch to Emerson is contemplated for the present season.

The permanent location of the main line is completed from the pay out end of the grade to Fort Calgary and nearly completed from that point to and beyond the summit of the Rocky Mountains, and it is the intention of the Company to push their main line forward during the present year a distance of at least 325 miles and well into the mountains.

Important progress has been made in the surveys west of the summit of the Rocky Mountains as shown by the accompanying report of Major A. B. Rogers, Engineer-in-Chief of the Mountain Section, and the feasibility of a practicable direct line across the Selkirk Range has been determined. The importance of the saving in distance by this line cannot be over-estimated. It affords a line across the continent materially shorter than that from New York to San Francisco by way of the Union and Central Pacific Railways, and places beyond a doubt the ability of this Company to compete successfully for the transcontinental freight and passenger traffic. The passing of the heavy gradients within a very short distance in the mountain section is another most favorable feature of this as compared with the other Pacific lines.

In the construction of their lines the Company have in all cases kept in view their economical and efficient operation. On the eastern section the maximum gradients are 52.8 feet to the mile, and from Winnipeg west to the summit of the Rocky Mountains they will not exceed 40 feet to the mile, except in a few instances, where gradients of 52.8 feet per mile have been temporarily adopted for the purpose of expediting the work. Short breaks in the grade line have been avoided and great care has been taken to secure the longest possible tangents. The embankments have been made 14 feet wide at formation level, and on the prairie section they are built well above the surface of the country in order to avoid trouble from snow. The earthwork on the prairie section averages 15,000 cubic yards per mile. All trestle bridges are of steel or iron of unusual strength, resting on stone piers and abutments, and all structures of every kind are of a superior description. Cross-ties of the best material obtainable (chiefly tamarac) have been used at the rate of 2,640 per mile, and steel rails of the best quality weighing 56 lbs. to the yard have been laid throughout. The fastenings, fixtures and appliances are all of the most approved description.

The rolling stock of the Company is first-class in every respect and is not surpassed in character by that of any railway in America. Large additions have been made to it during the past year as shown by the following statement, and many locomotives and passenger and freight cars are now under contract:—

	Added in 1882.	Jan. 1st, 1883.
Locomotives	111	140
Passenger cars	60	87
Baggage, mail and express cars	18	27
Sleeping and parlor cars	6	6
Business and other special cars	6	6
Box and stock freight cars	715	1,000
Platform cars	197	300
Caboose cars	70	70
Tool, wrecking and other auxiliary cars	8	8

Extensive shops have been erected in Montreal for the manufacture of locomotives and passenger cars. These will be in operation in the early spring. Shops of large capacity, for the manufacture of freight cars, were erected and put in operation at Perth during the past year, and general repair shops of the best class have been built and equipped at Winnipeg.

A first-class telegraph line has been constructed on the main line and all of the branches.

In order to afford ample facilities for the business of the country, stations have been established at average intervals of eight miles.

The statements appended hereto, relating to the past season's construction in the North-West, may be found of interest, in view of the magnitude of the work.

It will be observed that in fifty-three consecutive working days, from 20th of July to 20th September, 165 73·100 miles of main track, and 8 90·100 miles of side tracks, a total of 174 63·100 miles were laid on the main line, being an average of 3·13 miles of main track for each working day, and, including sidings, 3·29 miles per day.

In conclusion, I am instructed to say that from the information now before them the Directors have no hesitation in stating that the main line will be completed continuously from Montreal to Kamloops, in British Columbia, by the end of the year 1886.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

Hon. Sir CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY—Western Division.—Memorandum of Work done in 1882.

—	Total Quantity of Earth moved.	Main Track laid.	Main Track and Sidings laid.	Average Main Track laid per working day.	Average Main Track and Sidings laid per working day.
	Cubic yds.				
Main Line—					
March	.....	.....	.....	.....	.....
April	.....	.....	.....	.....	.....
May	52,657	.....	.....	.....	.....
June	738,170	68·89	70·69	.....	.....
July	1,053,326	64·16	68·66	2·47	2·64
August	1,387,169	85·96	91·76	3·18	3·40
September	1,386,500	71·36	77·06	2·74	2·96
October	1,237,847	59·45	63·35	2·29	2·44
November	299,198	38·30	43·90	1·47	1·69
December	1,775	29·79	30·79	1·10	1·14
Additional earthwork, widening and raising embankments subsequent to track-laying	92,000	.....	.....	.....	.....
Total	6,248,642	417·91	446·21	.....	.....
South Western and Pembina Mountain Branch	572,500	109·62	111·81	.....	.....
Selkirk Branch	73,854	.....	.....	.....	.....
Additional earthwork, widening and raising embankments between Winnipeg and Oak Lake.	616,000	.....	.....	.....	.....
Additional sidings east of Oak Lake	.....	.....	26·80	.....	.....
Total	7,510,996	527·53	584·82	.....	.....

Miles of Telegraph Line constructed with one wire	181	
do do two wires	714½	
do do four wires	1½	
	897 miles, or 1,613 miles wire.	
Miles of right of way fence built		$105\frac{4}{10}$
Freight and passenger depots		32
Water stations, complete		18
Section houses		21
Coaling stations		8
Engine sheds		3
Portable depots, tool houses and other buildings		92
Number of cross ties used		1,548,604
Timber in bridges ..... feet B. M.		3,396,285
Piles in bridges ..... lineal feet.		246,169

RECORD of Track-laying—Main Line—Canadian Pacific Railway, 1882.

Up to June 30	68·89	Aug. 1	3·85	Sept. 1	3·35	Oct. 1	Sunday.	Nov. 1	2·54	Dec. 1	2·05
Siding....	1·80	2	3·60	2	3·64	2	·72	2	2·57	2	1·17
		3	3·02	3	Sunday.	3	1·78	3	2·75	3	·51
Total....	70·69	4	3·52	4	3·41	4	·68	4	1·12	4	2·01
		5	3·35	5	2·27	5	.....	5	Sunday.	5	.....
July 1	2·50	6	Sunday.	6	2·35	6	1·33	6	2·65	6	.....
2	Sunday.	7	3·09	7	3·16	7	2·57	7	1·10	7	.....
3	2·10	8	2·85	8	3·75	8	Sunday.	8	1·99	8	1·86
4	2·23	9	3·11	9	3·18	9	2·90	9	·93	9	1·06
5	2·14	10	2·61	10	Sunday.	10	2·71	10	.....	10	Sunday.
6	1·63	11	2·51	11	3·49	11	2·75	11	.....	11	.....
7	2·10	12	2·92	12	3·33	12	2·54	12	Sunday.	12	·80
8	1·34	13	Sunday.	13	2·84	13	1·57	13	·51	13	.....
9	Sunday.	14	3·37	14	3·03	14	2·73	14	1·46	14	·28
10	2·12	15	3·11	15	3·43	15	Sunday.	15	2·10	15	·51
11	1·78	16	2·73	16	3·33	16	2·99	16	·85	16	·44
12	2·18	17	2·94	17	Sunday.	17	3·05	17	1·02	17	·57
13	2·01	18	1·67	18	3·58	18	2·35	18	2·05	18	1·12
14	1·97	19	4·07	19	2·31	19	2·73	19	Sunday.	19	1·78
15	2·65	20	Sunday.	20	1·57	20	2·97	20	2·01	20	1·50
16	Sunday.	21	3·35	21	.....	21	2·52	21	2·05	21	1·52
17	2·29	22	2·95	22	2·61	22	Sunday.	22	1·87	22	1·70
18	3·07	23	2·95	23	2·31	23	2·82	23	1·89	23	1·44
19	2·73	24	3·26	24	Sunday.	24	2·86	24	2·01	24	1·00
20	2·85	25	3·54	25	2·42	25	2·76	25	1·70	25	1·14
21	3·01	26	3·39	26	2·24	26	3·09	26	Sunday.	26	1·74
22	2·35	27	Sunday.	27	2·48	27	2·54	27	·40	27	1·52
23	Sunday.	28	3·09	28	2·75	28	1·25	28	.....	28	1·31
24	3·18	29	4·05	29	2·56	29	Sunday.	29	·74	29	1·08
25	3·18	30	3·48	30	1·97	30	2·76	30	1·99	30	1·68
26	2·01	31	3·58	Side		31	2·48	Side		31	Sunday.
27	3·24	Side		track...	5·70	Side		track	5·60	Side	
28	3·11	track...	5·80			track	3·90			track	1·00
29	2·90										
30	Sunday.										
31	3·49										
Side track...	4·50										
Total ...	68·66	Total...	91·76	Total...	77·06	Total	63·35	Total	43·90	Total	30·79

APPENDIX No. FOUR.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC RAILWAY, DATED 24TH FEBBUARY, 1883.

Number Seven.

FREIGHT AND PASSENGER TARIFF.

SPECIAL ARTICLES and rates.—Agent will not charge more for less than a car load of any of the articles named below, than would be charged for a car load. All freight taken at these rates must be loaded and unloaded by the owner.

No. 1.—Grain, mill stuffs and potatoes in bulk or in bags, in car loads of not over 20,000 lbs., taken at owner's risk of shortage, except when caused by collision or accident.

No. 2.—Flour, meal and common lime in barrels, ninety barrels or more.

No. 3.—Salt, cement, water lime, stucco and sand plaster in barrels, sixty barrels or more.

No. 4.—Lumber, shingles, laths, fence posts and rails, telegraph poles, timber and saw lges in car loads, not exceeding 20,000 lbs. Long timber requiring more than one car to transport it, will be charged 30 per cent. additional. At these rates the road will not be responsible for deficiency in quantity. For less than a car load fourth class rates at estimated weights.

No. 5.—Live stock in car loads, at owner's risk, to be receipted for at shipper's count, more or less.

No. 6.—Agricultural implements, furniture, household goods, machinery, hay presses, farm waggons, wooden pumps, earthen and stone-ware, doors, sash and blinds, waggon stock in rough and wooden-ware, drain tile, building paper, nails in kegs, wood in shape, unfinished, pork, ham, bacon, in barrels, in car loads of not over 20,000 lbs., at owner's risk of damage or loss.

No. 7.—Coal, coke, brick, sand, stone, iron ore, pig iron, shingle stave bolts, staves and heading, tanner's bark, hoops, hoop and hop poles, pressed hay, railroad iron, chairs and spikes, bones, hoofs and horns, saw dust and ice in car loads of not over 20,000 lbs.

Hay will be taken only at the convenience of this railway, and at owner's risk of fire.

Locomotives and tenders, 35 cents per mile, passenger and baggage cars, 15 cents per mile, freight cars, box, 10 cents, and flats, 8 cents per mile, when hauled in freight trains on their own wheels.

Freight—Local Mileage Tariff.

Distance in Miles.	Merchandise. 1. Class per 100 lbs.	2. Class per 100 lbs.	3. Class per 100 lbs.	4. Class per 100 lbs.	Special Rates. 1. Per 100 lbs	2. Per barrel.	3. Per barrel.	4. Per car.	5. Per car.	6. Per car.	7. Per 100 lbs.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts	cts.
0 ... 5	9	7	6	5	4	10	10	5 00	7 00	7 00	3
5 ... 10	11	9	7	6	5	10	11	6 00	8 00	8 00	5
10 ... 15	13	10	8	6	5	10	13	6 50	9 00	9 00	4
15 ... 20	15	12	9	7	5	10	15	7 00	10 00	10 00	5
20 ... 25	17	14	11	8	5	10	17	8 00	11 00	12 00	5
25 ... 30	19	15	12	9	5	10	18	9 00	12 00	15 00	6
30 ... 35	21	16	13	10	6	12	19	10 00	13 00	16 00	6
35 ... 40	22	17	13	11	7	14	22	11 00	14 00	17 00	6
40 ... 45	23	18	14	12	7	14	23	12 00	15 00	18 00	6½
45 ... 50	24	19	15	12	8	16	23	12 50	16 00	19 00	7
50 ... 55	25	20	16	13	8	16	24	13 00	18 00	20 00	7
55 ... 60	26	21	16	13	8	16	25	14 00	19 50	22 00	7
60 ... 65	27	22	17	14	8	16	26	15 00	21 00	24 00	7½
65 ... 70	28	22	18	14	10	20	27	16 00	22 00	25 00	8
70 ... 75	29	23	19	15	11	22	28	17 00	23 00	26 00	8
75 ... 80	30	24	19	15	11	22	30	18 00	24 00	28 00	8
80 ... 85	31	25	20	15	12	24	32	19 00	25 00	30 00	8
85 ... 90	32	26	20	16	12½	25	34	20 00	26 00	34 00	8½
90 ... 95	33	27	21	17	13	26	35	22 00	27 00	34 00	9
95 ... 100	34	27	22	17	13	26	36	22 50	27 50	34 00	9
100 ... 105	35	28	23	18	14	28	37	23 00	28 00	35 00	10
105 ... 110	36	29	24	18	14	28	38	23 50	28 50	36 00	10
110 ... 115	37	30	25	19	14	28	39	24 00	29 00	37 00	11
115 ... 120	38	31	25	19	15	30	40	24 50	29 50	38 00	11
120 ... 125	39	32	26	20	15	30	41	25 00	30 00	39 00	11
125 ... 130	40	33	26	21	15	30	41	25 50	30 50	40 00	12
130 ... 135	41	33	27	21	16	32	42	26 00	31 00	41 00	12
135 ... 140	42	34	27	21	16	32	42	26 50	31 50	32 00	13
140 ... 145	43	35	28	22	16	32	43	27 00	32 00	43 00	13

Freight—Through Tariff.

Between and	Merchandise. 1. Per 100 lbs	2. Per 100 lbs	3. Per 100 lbs	4. Per 100 lbs	Special Rates. 1. Per 100 lbs	2. Per barrel.	3. Per barrel.	4. Per car.	5. Per car	6. Per car.	7. Per 100 lbs
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	cts.
Dominion City	3	3	2	2	2	4	9	3 00	4 00	5 00	2
* Arnaud	5	5	4	4	3	6	11	4 50	4 50	7 50	3
* Dufrost	9	8	7	6	4	8	15	7 00	8 00	10 00	4
Otterburn	10	9	8	7	5	10	15	8 50	9 50	11 50	4
Niverville	13	11	10	8	5	10	17	8 50	11 50	13 50	5
* St. Norbert	16	13	12	9	6	12	19	8 50	13 50	15 50	5
St. Boniface	18	15	13	10	7	14	19	10 50	15 50	17 50	6
* Birds Hill	21	18	17	12	8	16	20	11 00	18 00	20 00	7
* Gonor	22	19	18	12	8	16	20	12 50	19 50	21 50	7
Selkirk	25	22	21	14	9	18	22	13 00	22 00	24 00	8

* Freight must be prepaid.

Note.—Emigrant's moveables in car load lots, will be charged one-half Special Rates, No. 6; in less than car load lots, one-half First Class Rates.

PASSENGER TARIFF.

A uniform rate of three cents per mile.
Emigrants going into the country on through tickets, one and a-half cents per mile.

APPENDIX No. FIVE.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC RAILWAY, DATED 24TH FEBRUARY, 1883.

Number Nine.

REPORTED STATEMENT OF THE FINANCE DEPARTMENT OF THE PAYMENTS TO THE CANADIAN PACIFIC RAILWAY COMPANY, DATED 24TH FEBRUARY, 1883.

CANADIAN PACIFIC RAILWAY COMPANY in account with the Government of Canada.

CURRENT ACCOUNT.

		$ cts.			$ cts.
1882.			1882.		
July 1	To Balance	780,736 09		By Deductions from amounts payable to the Company as under:—	
Dec. 31	Interest on account current from 9th January, 1882, to date	21,989 35	Dec. 7		22,500 00
			do 7		93,825 00
			do 12		183,675 00
			do 19		127,500 00
			do 21		72,500 00
				By Deductions (on account of interest) from the amount payable to the Company	
			1883.		11,036 80
			Feb. 12	By Deductions from the amount payable to the Company in payment of balance of interest on account current, to 31st Dec., 1882	10,952 55
			do 21	By Balance	280,736 09
		802,725 44			802,725 44
1883.					
Feb. 21	To Balance	280,736 09			

CANADIAN PACIFIC RAILWAY COMPANY in account with the Government, &c.—*Con.*

SUBSIDY ACCOUNT.

1882.				
July 18	To Cash paid on account of	20 miles	Prairie Section	200,000 00
do 27	do	20	do	200,000 00
Aug. 2	do	20	do	200,000 00
do 14	do	40	do	400,000 00
do 22	do	20	do	200,000 00
do 26	do	20	do	200,000 00
Sept. 14	do	20	do	200,000 00
do 20	do	20	do	200,000 00
Oct. 2	do	20	do	200,000 00
do 11	do	20	do	200,000 00
do 14	do	20	do	200,000 00
do 19	do	20	do	200,000 00
do 26	do	20	Lake Superior Section	307,692 20
Nov. 4	do	20	Prairie Section	200,000 00
do 16	do	20	do	200,000 00
do 22	do	20	do	200,000 00
Dec. 11	do	20	do	200,000 00
1883.				
Jan. 30	do	20	do	200,000 00
Feb. 16	do	20	Lake Superior Section	307,692 20
				4,215,384 40

RAILS ADVANCE ACCOUNT.

		$ cts.			$ cts.
1882.			1882.		
July 1	To Balance	375,000 00		Repayment by the Company on account of amount advanced for rails :—	
	Amount paid the Company, under the terms of their contract, for rails :—		July 27		75,000 00
			Aug. 15		93,750 00
do 20		375,000 00	do 22		75,000 00
do 22		300,000 00	do 28		11,250 00
Aug. 2		52,500 00	Oct. 12		56,250 00
do 16		50,625 00	do 14		75,000 00
Dec. 7		116,325 00	do 20		75,000 00
do 19		127,500 00	Nov. 4		75,000 00
do 20		2,101 20	do 16		75,000 00
do 21		83,536 80	do 23		75,000 00
do 26		20,000 00	Dec. 12		75,000 00
do 30		75,000 00			
			1883.		
1883.			Feb. 16		45,000 00
Jan. 26		78,750 00		By Balance	1,116,213 60
Feb. 2		136,875 00			
do 5		59,250 00			
do 14		60,000 00			
		1,922,463 00			1,922,463 00
do 21	To Balance	1,116,213 00			

CANADIAN PACIFIC RAILWAY COMPANY in account with the Government, &c.—*Con.*

LAND GRANT BOND ACCOUNT.

1882.		$ cts	1882.		$ cts.
	To Amount paid the Company under the terms of their contract, viz. :—		July 1	By Balance	2,566,800 00
July 18	On completion of 20 miles of road.....	184,000 00		Amount received from the Company on account of sale of bonds :—	
do 28	do 20 do .	184,000 00	do 4	.....	920,000 00
Aug. 2	do 20 do .	184 000 00	Aug. 1	.....	460,000 00
do 14	do 40 do .	368,000 00	do 2	.....	460,000 00
do 23	do 20 do .	184,000 00	Sept. 4	.....	920,000 00
do 30	do 20 do .	184,000 00	do 9	.....	920,000 00
Sept. 14	do 20 do .	184,000 00	Nov. 3	.....	920,000 00
do 21	do 20 do .	184.000 00			
Oct. 4	do 20 do .	184,000 00			
do 16	do 40 do .	368,000 00			
do 19	do 20 do .	184,000 00			
do 27	do 20 do .	141,537 95			
Nov. 6	do 20 do .	184,000 00			
do 18	do 20 do .	184,000 00			
do 24	do 20 do .	184,000 00			
Dec. 11	.....	325 00			
do 12	.....	183,675 00			
1883.					
Jan. 2	do 20 do .	184,000 00			
do 16	do 20 do .	141,537 95			
	To Balance	3,571,724 10			
		7,166,800 00			7,166,800 00
			Feb. 21	By Balance	3,571,724 10
	To Amount paid the Company for interest on above account, to 31st Dec., 1882	79,413 41			

Canadian Pacific Railway Company, Interest Account, in Account Current with the Dominion Government.

Dr.

1882.		$ cts.
Dec. 31	For Interest at 4 per cent., per annum—	
	On $184,000 00 from 18th July, 1882, 166 days.	3,347 28
	184,000 00 do 28th do 1882, 156 do	3,145 64
	184,000 00 do 2nd Aug., 1882, 151 do	3,044 84
	368,000 00 do 14th do 1882, 139 do	5,605 69
	184,000 00 do 23rd do 1882, 130 do	2,621 36
	184,000 00 do 30th do 1882, 123 do	2,480 23
	184,000 00 do 14th Sept., 1882, 108 do	2,177 75
	184,000 00 do 21st do 1882, 101 do	2,036 61
	184,000 00 do 4th Oct., 1882, 88 do	1,774 47
	368,000 00 do 16th do 1882, 76 do	3,064 98
	184,000 00 do 19th do 1882, 73 do	1,472 00
	141,537 95 do 27th do 1882, 65 do	1,008 21
	184,000 00 do 6th Nov., 1882, 55 do	1,109 04
	184,000 00 do 18th do 1882, 43 do	867 06
	184,000 00 do 24th do 1882, 37 do	746 08
	184,000 00 do 11th Dec., 1882, 20 do	403 28
	$3,209,537 95	
	Balance	79,413 41
		$114,317 93

Cr.

1882.			$ cts.
Dec. 31	By Interest at 4 per cent. per annum—		
	On $2,566,800 00 from 30th June, 1882, 184 days		51,757 93
	920,000 00 do 4th July, 1882, 180 do		18,147 94
	460,000 00 do 1st Aug., 1882, 152 do		7,662 46
	460,000 00 do 2nd do 1882, 151 do		7,612 06
	920,000 00 do 4th Sept., 1882, 118 do		11,897 00
	920,000 00 do 9th do 1882, 113 do		11,392 87
	920,000 00 do 3rd Nov., 1882, 58 do		5,847 67
	$4,600,000 00		
	By Balance brought down	$79,413 41	
	Less—Interest on $280,736.09, from 9th January, 1882, 356 days	10,952 55	
			$68,460 86
			$114,317 93

E. & O. E.

Ottawa, 8th February, 1883.

APPENDIX No. SIX.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC RAILWAY DATED 21TH FEBRUARY, 1883.

Number Nine.

Memorandum. OTTAWA, 24th February, 1883.

In accordance with Mr. Bradley's note of this morning, I have the honor to submit the following summary of the contents of the papers prepared by this Department in relation to Mr. Blake's resolution of last Session, respecting the Canadian Pacific Railway.

1. On the 7th June, 1882, Mr. Drinkwater, Secretary of the Canadian Pacific Railway Company, was informed that in case the Company should desire to lay out a townplot about any station on an even-numbered section, the Minister of the Interior would consent, on the understanding that the town site should be disposed of on joint account with the Government.

2. On the 28th June, 1882, Mr. Drinkwater enclosed to the Minister of the Interior a tracing showing land belonging to the Government at Selkirk, from which it was proposed to take material to be used in the construction of the Canadian Pacific Railway, as provided for by the Company's charter—Clause 19—and the Railway Act, and stating that he was directed to ask that an Order in Council should be passed authorizing the Company to occupy the said land and to remove therefrom earth, gravel and clay for such purposes.

3. On the 21st June, 1882, Mr. Drinkwater submitted a map showing the location of the Canadian Pacific Railway between the Western boundary of Manitoba and Moose Jaw Creek, informing the Department that the limits of the Company's lands, as understood by their Land Commissioner, had been marked on the map which was submitted for approval, and asking to be informed at an early a date as possible whether the limits so marked on the map were correct or satisfactory to the Department; and on the 10th July he renewed his application by telegram and letter. On the 29th July, an understanding having been verbally arrived at in the meantime between Mr. Drinkwater and the Department as to the manner in which the land grant along the Railway should be defined, his application for the approval of the map already referred to was renewed, and on the 1st August, the request was complied with.

4. On the 24th October, 1882, an Order in Council was passed on the recommendation of the Minister of the Interior, submitting that according to the best information the Canadian Pacific Railway Company could obtain, the odd-numbered sections in the 48 mile belt then available would not give the Company more than six millions of acres of their land grant, and perhaps considerably less than that quantity, and that this statement was apparently well founded. That the Company represented that immigration into the North-West was so scattered over the whole country that it would become more and more uncertain where they could obtain their land grant when earned; and that the Company expressed their anxious desire that a district might be reserved from sale, out of which they could depend upon getting at least one half of their land grant, or twelve and a half millions of acres. In view of the foregoing representations the Minister of the Interior recommended that as the desire of the Company was a reasonable one, the odd numbered Sections contained in the area comprised between the 53rd and 55th degrees of latitude, and between the 104th and 114th degrees of longitude, and amounting approximately to about nineteen millions of acres, exclusive of the portion reserved for the Hudson Bay Company and school lands, should be reserved for the present from sale, so as to enable the Government to give to the Company half of their land grant. On the 30th October, a copy of this Order in Council was communicated to the Canadian

Pacific Railway Company, and on the 1st November, Mr. Drinkwater acknowledged receipt of the same.

6. On the 3rd November, 1882, an Order in Council was passed, on the recommendation of the Minister of the Interior, submitting that the Company had earned 6,304,807 acres of land under their contract, from which was deducted one-fifth—being 1,260,961·40 acres, and setting forth that in the railway belt between Winnipeg and Calgary, not more than 5,000,000 acres in all were available in the odd-numbered sections, leaving a considerable deficiency which the Company suggested should be made up from the lands lying south of the main line of the railway.

Authority was therefore granted that the odd-numbered sections in the interval between the northern limit of the belt of land reserved by Order in Council for the Manitoba South Western Colonization Railway on the south, the Saskatchewan River on the west, the southern limit of the belt of the main line of the Canadian Pacific Railway on the north, and the original western boundary of the Province of Manitoba on the east, and containing approximately 2,500,000 acres, should be allotted to the Canadian Pacific Railway Company in part payment of the amount of the land grant already earned by them; the said allotment to apply only to such sections as were then vested in the Government, and to be subject to any legal or equitable claims on the part of any corporations, companies or persons whomsoever. On the 24 of the same month, a copy of this Order was transmitted to the Company, and on the 14th and 22nd respectively, letters were addressed to the Department by the solicitor of the Company, adverting to the deduction of one-fifth of the land grant, on the ground that one-fifth of the issue of twenty-five millions of dollars of land scrip beside being the alternative security provided for by the Canadian Pacific Railway Act—had been deposited with the Government, and claiming that the Company were entitled to all the available odd numbered sections, not only in the territory covered by the Order in Council, but also in the tract lying between the Red River on the east, the International Boundary on the south, the original Western boundary of the Province of Manitoba on the west, and the southern limit of the belt of the Canadian Pacific Railway on the north, in order to make up the difference between the area of land actually earned and the available area along the line of railway. On the 14th December, the Minister of Finance was requested to inform the Minister of the Interior, to what extent the Canadian Pacific Railway Company had availed themselves of the proviso of section 17 of the Act, 44 Vic. chap. 1, empowering them to issue Land Grant Bonds for $25,000,000.

And in reply a letter was received from the Deputy Minister of Finance on the following day, stating that the Company had deposited with the Government Land Grant Bonds to the extent of $5,000,000, that they had placed on the market $10,000,000 further of bonds at the rate of 82, the whole proceeds of which $10,000,000 had been deposited with the Government, and that the Finance Department had been informed by the Company in a letter dated the 6th November, 1882, that $2,500,000 of the remaining $10,000,000 had been disposed of to Messrs. Morton, Rose & Co., the remaining $7,500,000 had been disposed of to Messrs. Morton, Rose & Co., the remaining $7,500,000 had been disposed of to the Canadian North West Land Company, and that the Finance Department had received land bonds amounting to the proceeds of the land that had been deposited with the Department out of the payments made to the Company from time to time, as required by section 14 of the Act. On the 4th January, 1883, the Order in Council of the 3rd November, 1882, was amended by adding a clause providing for the collateral deposit by the Government of one-fifth of the land earned by the Company, and on the 5th of the same month the authority in Council was obtained to grant to the Company all the odd numbered sections lying between the belt of the main line of the Canadian Pacific Railway and the International Boundary, and between the Red River and the original western boundary of the Province of Manitoba, in part payment of the land grant already earned by them, such grant to be subject to all legal or equitable claims on the part of all corporations, companies or persons whom never Order of these Orders-in-Council is hereby communicated to the Company.

This is a synopsis of the leading facts disclosed by the correspondence and Orders in Council of record in this Department called for by Mr. Blake. The return

from the Department also includes copies of the various Orders in Council, one of on the recommendation of the Minister of Railways and Canals, which have a bearing upon the land grant to the Company, and which have been included, notwithstanding that they will form part of the return of that Department. In order to make the history of the various groups than contained complete. The return also shows that on receipt of each notification from the Department of Railways and Canals that the Pacific Railway had earned in the completion of a section of twenty miles of the railway, and that the Company were consequently entitled to receive the land subsidy for such twenty miles, legislation was duly made by the Minister of the Interior for payment in each case of the proportion of the proceeds of the Land Grant Bonds deposited with the Government to which the Company were entitled.

Respectfully submitted,

A. M. BURGESS, Secretary.

Hon. Sir Charles Tupper, Minister Railways and Canals.

MEMORANDUM

(Extract.)

(Extract from Minutes of Council, dated 30th February, 1886.) Copies of the several Orders-in-Council made relative to the Canadian Pacific Railway on the subject of the allotment and conveyance of lands as they stood at that date under the contract between the Company and the Government.

Number Two

(Extract from the Telegram received 11th March, 1886.)

Sir,—I have the honor to inform you, by direction of the Minister of the Interior, that he has given careful consideration to the several representations of the Canadian Pacific Railway Company on the subject of the allotment and conveyance of lands as they stood at that date under the contract between the Company and the Government.

In a letter dated the 14th January last, the Minister stated the grounds of his conclusions, as follows:

1. For the location and conveyance of the lands already earned in the railway belt along the main line and along the two branches to the south of the Pembina and Souris Branch from Winnipeg and Emerson all the alternate sections have been in the settlement to a small and, in fact, alone these two railway belts in comparison the quantity now earned.

2. That the Government will require from the Company a certain number of lots to be given along the branch lines on the north portion, and that the Company may be permitted to dispose of those so retained for the benefit of them.

3. That the Government will not with the Company, as land on the branch line, a strip of land five to the north of the main line, and the Company's branch from Brandon, which is the railway, and extending from the branch to the Pembina Line, and to north up to the north parallel of the Pembina.

4. In reference to the Company's lands on the main line of railway, have been located from Winnipeg, we do not think that the Company should have the right to have been located, and the maps and plans thereof made, to the Department of Railways and Canals, that the lands have been located in accordance with and that it is intended to proceed with their conveyance at some cheque taken will permit, that of late on the changes in the Company's affairs devised to the contribution of the main line and that it has been resolved to run

[illegible] the two branches without any unnecessary delay; that they have been graded, and that 100 miles of the Pembina Mountain Branch were [illegible] in time for the movement of the current season's crop.

The Minister observes that according to the maps furnished by the Company, the two branches named have been located for a distance of 100 miles.

In view of the fact that the quantity of railway land available in the belt along the main line is [illegible] to supply what the Company is likely to earn during the present year, the Minister directs me to say that the land so earned will be granted, not only in the belt along the main line, but also in that along the two branches already named, as their construction proceeds, as far west as the [illegible] meridian of longitude, and that instructions will be given to our Land Agents to reserve from sale for the present all the odd-numbered sections in the belts last described. But I am to state that the request of the Company for permission to dispose of these sections, in anticipation of their being earned, cannot be granted, as that would be contrary to the conditions of the contract.

I have the honour to be, Sir, your obedient servant,

[illegible], Secretary.

Chas. Drinkwater, Esq., Secretary C. P. R. Co., Montreal.

Canadian Pacific Railway Company,

Montreal, [illegible] March, [illegible]

Sir,—I acknowledge receipt of a letter dated [illegible] March from Mr. McTavish, the Land Commissioner, relative to the acquisition of odd numbered sections along the main line for station purposes. As he points out, almost [illegible] have already been granted or are applied for, but the conditions thereof as to cultivation [illegible] have not yet been complied with.

Will it be possible to make a general arrangement [illegible] with the Company by [illegible] as are required for stations or [illegible] an application [illegible] in each case for the [illegible] of the Department? There are [illegible] odd-numbered sections which will be required for this purpose, and which have not yet been taken up. Will it be possible to have such sections transferred to the Company by purchase or as a portion of the land grant?

This question is of the utmost importance at the present time, when we are locating our stations along the main line, and I shall be very glad to have your views on the subject at as early a date as possible.

Yours truly,

C. DRINKWATER, Secretary.

[illegible], Esq., Dept. of the Interior.

Department of the Interior, Ottawa, [illegible]

Sir,—In reference to the subject of your letter of 23rd March, discussed by you at a personal interview with the Minister, at which I was present, I have the honour, in accordance with his direction, to inform you:—

That he has no objection to any arrangement that your Company may make [illegible] for the [illegible] of [illegible] numbered section required by the Company for railway station purposes;

And further, that in case the Company should [illegible] any odd numbered section, the Minister [illegible] by the Company [illegible] with the Government [illegible]

[illegible] that the Company should give [illegible] to the Government from time to time, as [illegible] be necessary, the [illegible] of the [illegible] of any [illegible] in which [illegible] may.

In the particular instance of the station proposed to be located in Section [illegible] in Township [illegible], it would, should [illegible] the [illegible] the [illegible] be required to connect from [illegible] the north east quarter, which [illegible] shown on your plan furnished in the [illegible] with [illegible].

I have, &c.,

LINDSAY RUSSELL, Deputy Minister of Interior.

C. [illegible], Esq., Secretary C. P. R. Co.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 16th June, 1882.

SIR,—I have the honor to acknowledge receipt of your letter of 7th inst., enclosing [illegible] Government land on the line of the railway, which may be required for railway station grounds in [illegible].

I have the honor, &c.,

C. [illegible], Secretary.

LINDSAY RUSSELL, Esq., Deputy Minister of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 21st June, 1882.

SIR,—I beg to enclose herewith a map showing the location of the Canadian Pacific Railway between the western boundary of Manitoba and Mossy Jack Creek. The land of the Company's lands, as indicated by pink tint, [illegible] have been marked on this map, which I now beg to submit for approval.

As entries are now being made for railway lands within the lines defined on this map, I should be glad to learn, at an early date as possible, whether the lines thereon marked are correct and satisfactory to the Department.

I have the honor, &c.,

C. [illegible], Secretary.

Right Hon. Sir John A. Macdonald, Minister of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 26th July, 1882.

SIR,—With reference to my letter of 21st June, submitting a plan showing the location of the line between the western boundary of Manitoba and Mossy Jack Creek, and the Company's land claim, I have now to explain that the method adopted for you, at our joint interview, of defining such claim is satisfactory to this Company. And I have the honor to request that a plan marked in accordance therewith may be sent to me, if possible, by return mail.

The same I will also ask to retain on receiving this information.

I am, Sir, &c.,

C. [illegible], Secretary.

LINDSAY RUSSELL, Dept. of Interior.

DEPARTMENT OF INTERIOR, OTTAWA, 1st August, 1888.

SIR,—I have the honor to acknowledge receipt of your letter of 31st ultimo. In accordance with your request I return herewith signed, along with the final draft as approved by you at your recent interview with the Minister.

I have the honor to be, Sir, your obedient servant,

LINDSAY RUSSELL, Deputy Minister of Interior.

C. INGRAM CRAIG, Esq., Sec. C. P. R. Co.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 2nd August, 1888.

SIR,—I have to acknowledge receipt of your letter of 1st instant, enclosing copy of the Company's land grant between Winnipeg and Shoal Lake Creek, for certain land adjacent.

I have the honor to be, Sir, your obedient servant,

C. INGRAM CRAIG, Secretary.

LINDSAY RUSSELL, Esq., Deputy Minister of Interior.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of the Governor General in Council, on the 27th of October, 1888.

On a memo. dated 22nd October, 1888, from the Minister of the Interior, representing that the Canadian Pacific Railway Company have asked that negotiations in the best interests of the country, be opened for the purchase of the Company's land grant, lying between Winnipeg and Shoal Lake Creek, in the Province of Manitoba, with a view to the Government acquiring the lands, or a portion thereof, in order to their sale or disposal for the benefit of the Dominion, and perhaps considerably less than that quantity—this statement is approximately correct.

That the Minister states the immigration into the North-West is accumulating over the whole country, that it will become more and more difficult every year to obtain lands, and that action should be taken.

That the Company have expressed their desire that a district may be reserved for them, and, of course, they may demand upon getting at least one half of their land, say, about 12,000,000 acres.

The Minister recommends that as this desire is a reasonable one, the proper authorities continue in the area to impose between the Rural and City districts of Saskatchewan and between the Rural and City districts in Manitoba, for reserve for the Dominion from sale, so as to enable the Government to give to the Company half of their land grant—the approximate quantity of land in this area, as the Company has claimed the Company and Government land lying in alternate sections, the remaining half sections would therefore contain about 10,000,000 of acres.

The Minister assumes that, after making due allowance for the roads, rivers, swamps and lands that for settlement, this reservation will include at least one half the lands granted the Company under their charter.

The Minister states that this reservation is, of course, to be subject to all legal and equitable claims of any settlers or halfbreeds, and the particulars according to be entered in a matter for adjustment from time to time as defined by the Company.

The Committee concur in the foregoing report and recommendations thereto and pray, and submit the same for approval.

JOHN J. McGEE.

Hon. Minister of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 1st Nov. 1885.

SIR,—I have the honor to acknowledge receipt of your letter of 30th ult. enclosing copy of an Order in Council, dated 27th October, 1885, that land grants be made to the Company in the area comprised between the 32nd and 37th degrees of latitude, and between the 101st and 116th degrees of longitude, with a view of enabling provision for finishing the Canadian Pacific Railway Company with their land grant.

I have the honor to be, Sir, your obedient servant,

(Signed) THOMAS SHAUGHNESSY, Acting

A. M. Burgess, Deputy Minister of the Interior.

CONTINUATION OF THE REPORT OF A COMMITTEE OF THE HONOURABLE THE PRIVY COUNCIL, APPROVED BY HIS HIGHNESS THE GOVERNOR GENERAL IN COUNCIL ON THE 27TH NOVEMBER, 1885.

On a Report, dated 2nd November, 1885, from the Minister of the Interior stating that he has received Orders in Council, and communications from the Dominion of Canada and Canada in the State of Oregon, 1885, showing that the Canadian Pacific Railway Company have earned of the land grant 8,000,000 acres, that is to say:

On the Eastern Division 20 miles at 6,400 acres per mile	128,000 acres.
And on the Central Division 1,375 miles at 6,400 acres per mile	8,800,000
1,395 miles	8,928,000
Deduction of one-fifth allowed	1,785,600
Stable of land should be made of	7,142,400

That the Company now have pending for the consideration of the land in exchange their claim, they represent that in the railway belt of 10 miles between Winnipeg and Calgary, not more than 2,000,000 of acres are available in the land department, they further state and represent that about another 2,000,000 of acres in the western portion of Manitoba, for a short extent beyond the portion of the Government and subject, be conceded to the Company. They further claim that as they earned not the quantity of land, which the railway belt intended by the contract, the deficiency should be made up to them from lands located in the Government in the immediate district of the belt and adjacent that such deficiency should be supplied from the lands lying south of the main line of the railway.

The Minister is of opinion that the capital of the Company should be granted to a considerable extent.

The Manitoba and South-Western Colonization Railway Company have earned, by claim, by Order in Council, a belt of 15 miles on each side of their line, and there is a considerable tract of land lying between the northern limit of the said belt and the southern limit of the Canadian Pacific Railway belt, the odd numbered sections of which, as far as they exist in the Government, might be granted to the Canadian Pacific Railway Company in part satisfaction of the land grant.

The Minister therefore recommends that the odd numbered sections in the interval between the two belts above mentioned and lying between the original western boundary of the Province of Manitoba and the Crown of that title, and containing approximately 2,000,000 acres, be allotted to the Canadian Pacific Railway Company in part payment of the amount of the land grant already earned

[illegible] the State. The only alternative to which we can see is that anything to be now stated in the Correspondence, and to be subject to any legal or equitable claims on the part of the Dominion, [illegible] Government.

The Committee submit to the Honorable Commissioners, that without the latter the differences.

[illegible] L. Matte,

Hon. Minister of the Interior.

Ottawa, 4th November, 1888.

Sir,—I have the honor to direct the attention of the Minister of the Interior to the following extract from a Report of a Committee of the Honorable the Privy Council, approved on the 31st October, 1888, respecting the Boundary between the Northern limit of the Province of Manitoba, Western Ontario, Eastern Assiniboia, Southern Saskatchewan and the southern limit of the Canadian Pacific Railway land, containing, approximately, 4,000,000 acres, in part fulfilment of the land grant, [illegible] and also that, in order to avoid any claim on the part of the Government, to be subject to the legal or equitable claims on the part of the Dominion, Companies, or persons claiming.

I have the honor, &c.,

A. M. Burgess, Secretary.

Chas. Lindsay, Esq., Secretary C. P. R. Co., Montreal.

Canadian Pacific Railway Company, Montreal, 10th November, 1888.

Sir,—I have the honor by direction of the Board to acknowledge receipt of your letter of the 4th instant, enclosing a copy of an Order in Council, passed on the 31st instant, and to state that in the circumstances the Order appears to be inconsistent with the understanding between the Company and the Government.

The Order states the quantity of land to which the Company is entitled, at 1,000,000 acres, which is arrived at by the deduction of the 4th of the quantity actually earned, viz., 4,000,000 acres, by the contract and by the charter that in the event of the Company having Land Grant bonds, the Government agrees to receive 50,000 of these bonds as equivalent for fulfillment and completion of the 4th of the Land Grant. The quantity to which the Company is entitled should therefore be 5,000,000 acres.

2. The Board observes that the lands south of the railway belt which was allotted to it, for the reasons stated in the Order, are to be confined to those lying west of the old boundaries of Manitoba. This is evidently a mistake, as it was understood that all the old Assiniboia south of the Qu'Appelle, south to the International Boundary and west from the 100th Meridian to the western boundaries of the old Provinces of Manitoba should be included in the allotment. And in fact the Company has hitherto written to the Department of the latter part of the old Provinces, and under the erroneous construction of the contract, in view of the south-eastern railway line, which has been laid out through part of the lands in question, and the titles of which have already been granted.

I am, therefore, instructed respectfully to request that you will be good enough to bring these points under the notice of the Council, and to obtain the Order to be amended in accordance with the actual position of the matters in question.

I have the honor to be, Sir, your obedient servant,

C. Drinkwater, Secretary.

A. M. Burgess, Esq., Secretary of the Interior.

Department of Indian Affairs, 14th November 1888.

Sir, I return you herewith your Company's total plan in third print for mailing with circular of instructions signed by me.

Yours very truly,

(Signed) Hayter Reed, Deputy Minister of Interior.

C. Drummond Esq., Secretary C. P. R. Co., Montreal.

Canadian Pacific Railway Company, Montreal, 20th November 1888.

Sir, With reference to the Order in Council in regard to which you addressed me on the 8th instant, allotting to this Company certain lands within the Colonization Belt, Railway Belt.

I am directed to inform you that the Order in Council does not specifically state the mileage of Railway which the Company should be bound to construct in the Railway. The declaration of the 10th of the last month has, however, been made to Parliament, and the Company are willing to accept the grant, on being informed by the Order in Council, that the amount of land granted is based on the Company's obligation to construct the road.

The Company's charter is provided that should that be the land granted, lands should be allotted, the 10th of the lands granted, shall be retained by the Government as security for the maintenance and working of the railway. Lands might include lighting, bridges, bridges, stations, etc., as provided for in similar to the portion has been established.

I have the honor, therefore, to request that the Order in Council may be so altered, as to show explicitly the number of acres to which the Company are entitled for the 10th, 10th, 10th, 10th.

It is further provided in the Order in Council that certain lands in the south of the railway belt shall be allotted to the Company, in order to bring up the deficiency which is said to exist in the 10th belt along the main line, but the description of such lands is not made in accordance with the understanding arrived at by the President of this Company, with the Honorable Minister of the Interior. The understanding as understood by Mr. Stephen and myself, at the conference held on the railway belt, that the intervening lands and coal seams from the Red River to the Saskatchewan, lying to the old Province of Manitoba, bordering on the Government, should be conveyed to the Company, as well as the lands to the north of the Manitoba and South Western Company's leased lands, and to the said railway line.

I am, therefore, directed to request that the Order in Council may be so altered as to be adapted to this position, as well as regards the mileage claimed by the Company, and to which I have referred in the beginning of this letter.

I have the honor, &c.,

(Signed) C. Drummond, Secretary.

A. M. Burgess, Esq., Secretary of the Interior.

Canadian Pacific Railway Company, Montreal, 20th November 1888.

Sir, We have sold certain lands in the neighborhood of Port Arthur, to the Ontario and Quebec Land Company. In making up a list of those lands Land Commissioner reports that Half of Sections Nos. 3 and 4, township 1, range 16, are claimed by the Indian Department, having been used as a reserve on which the payments of annuities were made by the Indian Agent there to the Indians.

I am further informed that these sections are no longer required for this purpose, and as they do not form a portion of any Indian reserve proper, I am instructed to

[illegible] that the [illegible] claim which the Government may [illegible] from time to time, that we may be at liberty to deal with the [illegible] Land Company.

I have the honour, &c.,

C. [illegible], Secretary.

Right Hon. Sir John A. Macdonald, K.C.M.G., Minister of the Interior.

Department of the Interior, Ottawa, 5th December, 1882.

Sir,—I have the honour to inform you that, after date the 5th inst., a portion of No. 19 of the Original Survey of the Dominion Lands, lying west of the Canadian Pacific Railway, shewing that a fair proportion of lands should be found on the Western Division has been, as far as practical and consistent, set to balance the change in Railway Stations, making a total of 300 miles on this division as originally.

The Company are consequently entitled to receive their land subsidy for the said lands, at the rate of 12,800 dollars a mile, or a total of 3,840,000 dollars, less the sum already received under the contract.

I have the honour, &c.,

A. P. [illegible], Secretary.

Lindsay Russell, Esq., Deputy Minister of the Interior.

Department of the Interior, Ottawa, 5th December, 1882.

Sir,—By direction of the Minister of the Interior, I have the honour hereunto to produce a map showing original and the station grounds of the Canadian Pacific Railway to Point Douglas Crossing, in the city of Winnipeg, Province of Manitoba, Pacific Mountain Region.

I have the honour to be, &c.,

A. M. [illegible], Secretary.

[illegible] Van Horne, General Manager C.P.R., Montreal.

Department of Interior, Ottawa, 5th December, 1882.

Sir,—I am directed by the Minister of the Interior to request that you will be good enough to inform this Department to what extent the Canadian Pacific Railway Company have acted in the observance of Section 14 of the Act 44 Vic., chap. 1, in connection with the Point Douglas Bridge, Red River.

It is presumed that some correspondence relating and being evidence of the proceeding of the said Company has been exchanged with you, out of the authority given to the Company from time to time, as provided by Section 14 of the Act. At the same time, the Minister would like to be actually notified of the fact.

I have the honour to be, Sir, your obedient servant,

A. M. [illegible], Secretary.

J. M. Courtney, Esq., Deputy Minister of Finance.

Finance Department, Ottawa, 5th December, 1882.

Sir,—I have the honour to acknowledge the receipt of your letter dated the 5th instant, asking to be informed as to what extent the Canadian Pacific Railway Company have acted upon the provisions of Section 14 of

[illegible]

I have the honor to be,

J. M. [illegible], Deputy Commissioner of Indian Affairs.

Secretary, Department of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, OTTAWA, 10th January, 1891.

Sir,—I have the honor to state that it is beyond a matter of doubt, in consequence of the delay in the Government and the Company agreeing upon the amount of the Indian reserves, that negotiation should be made for the purchase of the numerous applications for such lands along the line of this railway. These amount to [illegible] acres, which are just now being taken up by the Government and by the Company, and are of course [illegible] to the Company along. The list of the Indians requiring the lands is [illegible].

Peigan, [illegible] of Section 11, 2d, 27 and 28, Township 14, Range 10, and Meridian.

Sarcee, [illegible] of Section 21 and 28, Township 14, Range 10, West and Meridian.

The Stoney, [illegible] of Section 31, 2d, 27 and 28, Township 14, Range 11, West and Meridian.

Eagle, [illegible] of Section 22, Township 14, Range 10, West, 1st Meridian.

Moses Jim, [illegible] of Sections 26 and 36, Township 14, Range 10, West, 2nd Meridian.

With regard to Hunting, the Assiniboine and Sioux, I understand that it has already been agreed that the Government and the Company shall share in the proceeds of sales of lots, and I am instructed to request to know that Moses Jim should be dealt with in the same manner, as it is the intention of the Company to make that a town along both, and it will probably become a place of some importance.

The sale of these town sites has been entrusted to John Graham Haldane, Alexander H. Ogilvie, Michael H. Cochrane, Hugh Ross, Donald A. Smith and William M. Smith, and I am directed to request that the letters patent for the sections comprising the above town sites may be issued direct to these gentlemen, as trustees, and the Company will account to the Government for the proceeds of the sale of the town lots and other sections as aforesaid.

With regard to the second class of town or village sites located upon the Company's property I have to state that they are situated upon the following sections, viz.:—

Sutherland	Section 6,	Township 11,	Range 11,	West of the Meridian.
Sorrell	" 18,	" 11,	" 11,	"
Chalfont	" 32,	" 11,	" 11,	"
Alexandria	" 14,	" 11,	" 11,	"
Cow Lake	" 20,	" 11,	" 11,	"
Lillian	" 8,	" 11,	" 11,	"
	" 18,	" 11,	" 11,	"
	" 28,	" 11,	" 11,	"
Crowfoot	" 28,	" 11,	" 11,	"
Gleichen	" 28,	" 11,	" 11,	"
Bow Island	" 28,	" 11,	" 11,	"
Walsh	" 8,	" 11,	" 11,	"

[illegible]

[illegible]

I have the honor, &c.,

[illegible]

Hon. Minister of Interior.

[illegible]

[illegible]

[illegible]

I have the honor to be, Sir, your obedient servant,

[illegible], Asst. Land Commissioner.

Hon. Minister of the Interior.

Certified Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the [illegible] January, 1886.

On a Report dated [illegible] January, 1886, from the Minister of the Interior, [illegible]

The Minister observes that he has been advised by the Minister of Finance that the Company have availed themselves of the provisions of section [illegible] of their contract, [illegible]

[illegible]

[illegible]

[illegible]

The Committee concur in the foregoing recommendation, and submit the same for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister of the Interior.

Certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the [illegible] day of January, 1884.

On a Report dated 14th of January, 1884, from the Minister of the Interior, representing that in the Report of the 21st November last, under the Order in Council, of even date, was inserted, that in Manitoba, in lieu of the Railway Belt, the Railway Company should be allowed to select lands in the adjacent Sections in the following manner, viz., in Township and Range numbers, and the sections and portions to be selected in the Canadian Pacific Railway Company, it appears that the lands to be granted to the Company in pursuance of the agreement which the Company should have been entitled to receive in the Railway Belt, had been allotted, in regard to the Railway Belt, the said authorized selection of land in the International Boundary, contained in the Report of the Department.

The Minister recommends that, in addition to the land which was granted under the Order in Council, dated, the Company be granted all the land lying between the East of the sixth line of the Canadian Pacific Railway and the International Boundary and between the No. 1 meridian and the original western boundary of the Province of Manitoba, in part payment of the land grant which remains to be selected, in all legal or equitable claims on the part of all corporations, companies or persons whatsoever.

The Committee concur in the foregoing recommendation, and submit the same for Your Excellency's approval.

JOHN J. McGEE.

Department of Interior, Ottawa, 8th February, 1884.

DEAR SIR,—I have the honor, by direction of the Minister of the Interior, to transmit herewith for Your information, copy of an Order in Council of the 30th January last, relating to the Canadian Pacific Railway Company, in addition to the lands granted by the Order in Council of the 21st November, 1883, at the out-limits and the International Boundary and between the No. 1 meridian and the original western boundary of the Province of Manitoba, in part payment of the land grant already earned by them.

I have, &c.,

J. H. HAYES, for the Secretary.

CHARLES FITZPATRICK, Esq., Secretary, C. P. R., Montreal.

C. P. R. Co., Montreal, 4th February, 1888.

SIR,—I have to acknowledge the receipt of your letter of the 4th inst., enclosing copy of an Order in Council, dated 30th January, 1888, respecting the Pacific Railway.

I have the honour, &c.,

C. BILLINGS, Secretary.

A. M. Burgess, Esq., Secretary of Interior.

C. P. R. Co., Montreal, 4th February, 1888.

SIR,—I have the honour to call your attention to the fact that part of Lot No. 19, in the Parish of St. Luke, Province of Quebec, was purchased in December last by the Company, without any claim as to the exact boundary of the railway, but with a distinct understanding that the construction of the Government, and consequently, to this Company, ultimate ownership, and that the boundary of the old road would be fixed hereafter, as was upon that section.

The Board presume that the Lands were issued inadvertently, the Government being aware at the time it was issued of the above facts. The Company is now prepared to pay the Government for the right of way, based upon the Government valuation, and will, if the Government so desire, be prepared to pay the Government for the right of way, based upon the valuation of the Government, and that the Government is further not entitled. But it is important that action should be taken to remove the difficulty which the issue of this patent has caused, as, if the right of way is taken from this Company, the sale of the land as commercial is the cause of delay.

I am, therefore, instructed respectfully to ask that the Government will take the matter up at the earliest possible moment and have it set right.

I have the honour to be, &c.,

C. BILLINGS, Secretary.

Hon. Minister of the Interior.

RETURN

(1884)

To an Order of the House of Commons, dated 16th February, 1888,—For a Statement in detail of all Sums expended in connection with the Canadian Pacific Railway Commission, with the Dates and Names of the Persons paid, and particulars of the Service in respect of which payment is made. Copy of all Correspondence, Contracts, Accounts, or Arrangements, not already brought down, as to the Printing of the Evidence or Report.

By Command,

HERBERT J. LANGEVIN,

Department of the Secretary of State, Acting Secretary of State.

20th February, 1888.

[The Correspondence, etc., relating to the Translation, Printing, and Binding of the Pacific Commission Report, etc., is contained in the Proceedings of the Joint Committee on Printing, not printed.]

STATEMENT of Expenditure on account of Pacific Railway Commission, from 1st July, 1882, to date.

Date.	To whom Paid.	Service.	Amount.
1882			
[illegible]	A. A. Gen. Holland	Balance for reporting evidence	[illegible]
do	Samuel Keefer	do services, travelling expenses, &c.	[illegible]
do	Edward Hall	do do do	[illegible]
do	N. F. Davin	do do do	[illegible]
do	W. C. Bryce	For services	[illegible]
do	E. Armstrong	Copying	[illegible]
do	E. Dewey	Services	[illegible]
do	J. Bedford	Copying	[illegible]
do	Sandford Fleming	Witness fees	[illegible]
do	A. Mortimer	Binding	[illegible]
do	S. Stephenson & Co.	65 vols. of evidence	[illegible]
do	Judge Clarke	Balance for services, travelling expenses, &c.	[illegible]
do	Great North-Western Telegraph Co.	Telegraphing	[illegible]
do	N. F. Davin	Closing up business of Commission	[illegible]
do	Queen's Printing Office	Advertising Deputation [illegible]	[illegible]
1883			
[illegible]	L. J. Demers & Fils	Balance for pointing in French	[illegible]
do	A. [illegible]	Translating French	[illegible]
			[illegible]

Minister General's Office, Ottawa, 22nd February, 1883.

Ottawa, 25th June, 1883.

SIR,—I am directed by the Minister of Justice to request that you will cause a letter to be written to the Auditor General, asking him to issue a credit of $[illegible] in his Honour Judge Clarke, of Cobourg, in his capacity as Chairman of the Canadian Pacific Railway Commission.

I am, Sir, your obedient servant,

A. POWER, Acting Deputy Minister of Justice.

E. LANDERKIN, Esq., Under Secretary of State.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 27th June, 1883.

SIR,—I have the honor, at the instance of the Honorable the Minister of Justice, to request that you will issue a credit of $[illegible] to His Honor Judge Clarke, of Cobourg, in his capacity as Chairman of the Canadian Pacific Railway Commission.

I have, &c.,

EDOUARD J. LANDERKIN, Under Secretary of State.

The Auditor General of Canada.

[illegible], 7th August, 1892.

Sir,—I have the honour to enclose [illegible] Minute of Council, or otherwise for the consideration of the Commissioners appointed in June, 1891, to enquire into the connection with the Mountain Parks Railway, and to request for the measure of the Government thereon.

I have, &c., your obedient servant,

[illegible]

Hon. Secretary of State.

Certified Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 10th day of August, 1892.

Their Excellencies have before them a letter, dated 7th July, 1892, from the Minister of Justice, recommending that the commissioners appointed by the Privy Council under date of 10th June, 1891, to enquire into certain expenses incurred in connection with the Mountain Parks Railway, be authorized to allow—

Thos. Dodge, Clerk and Secretary, Expense Account, for the sum of $[illegible] per month, and H. West, Engineer, at the rate of $[illegible] per day, for their services as Commissioners, to be paid from the date upon which the Commissioners commenced their labours.

That the travelling expenses of Judge Sinclair, Assistant Engineer, be allowed at the rate of $[illegible] per day, while engaged on the business of the Commission, with an extra allowance of $[illegible] per day during the time they were absent from their homes, and all actual fares and other necessary expenses incurred in the discharge of the business of the Commission, and that the same be paid out of the contingent fund of the Commission.

That Nicholas Flood Davin, Esquire, the Secretary of the Commission, be paid at the rate of $[illegible] per day for travelling expenses while engaged on the business of the Commission, and an extra allowance of $[illegible] per day, with all actual fares and other necessary expenses incurred while on the business of the Commission.

The Committee submit the foregoing recommendation for Your Excellency's approval.

[illegible]

Hon. Secretary of State.

Department of Secretary of State of Canada, Ottawa, 11th August, 1892.

Sir,—I have the honour to inform your Excellency the Governor General, that under his consideration in Council the report of the commissioners appointed to enquire into certain matters connected with the Mountain Parks Railway, and the Minute thereon, has been placed, and that the recommendation is as follows—

That, upon the basis of the rate of $[illegible] per month for your services as Commissioner, to be paid from the date upon which the Commissioners commenced their labours.

That the travelling expenses you be paid at the rate of $[illegible] per day, while engaged in the business of the Commission, with an extra allowance of $[illegible] per day during the time you are absent from your homes, and all actual fares and other necessary expenses incurred in the discharge of the business of the Commission.

I have, &c.

[illegible], Hon. Secretary of State.

The Honor. Justice Sinclair, Ottawa, Ont.

[illegible]

DEPARTMENT SECRETARY OF STATE, OTTAWA, 11th August, 1882.

SIR,—I am directed to inform you that His Excellency the Governor General has had under his consideration in Council the subject of the remuneration, &c., to be awarded to the Royal Commissioners appointed to make certain enquiries into matters connected with the Canadian Pacific Railway, and that His Excellency has been pleased to order that the same be fixed as follows:—

That you be paid at the rate of $500.00 per month for your services as Commissioner, to begin from the date upon which the Commissioners commenced their labors.

That for travelling expenses you be paid at the rate of $3.50 per day, while engaged in the business of the Commission, with an extra allowance of $2.50 per day, during your visit to Manitoba, and all railway fares and other moving expenses.

I have, &c.,

G. POWELL, *Acting Under Secretary of State.*

SAMUEL KEEFER, Esq., C. E., Brockville, Ont.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 11th August, 1882.

SIR,—I am directed to inform you that His Excellency the Governor General has had under his consideration in Council the subject of the remuneration, &c., to be awarded to the Royal Commissioners appointed to make certain enquiries into matters connected with the Canadian Pacific Railway, and that His Excellency has been pleased to order that the same be fixed as follows:—

That you be paid at the rate of $5 per day for your services as Commissioner, to begin from the date on which the Commissioners commenced their labors.

That for travelling expenses you be paid at the rate of $6 per day and railway fares, and other moving expenses, during your business to Manitoba on the business of the Commission, and fifty cents per day while engaged on the Commission at Ottawa.

I have &c.,

G. POWELL, *Acting Under Secretary of State.*

E. MIALL, Assistant Commissioner Inland Revenue.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 11th August, 1882.

SIR,—Adverting to Mr. Under Secretary Langevin's letter to you, of the 24th July, 1880, I am directed to inform you that His Excellency the Governor General in Council has been pleased to order that you be paid, in your capacity of Secretary to the Royal Commissioners appointed to make certain enquiries into matters connected with the Canadian Pacific Railway, at the rate of $3.50 per day for travelling expenses while engaged on the business of the Commission, and an extra allowance of $2.50 per day, with all railway fares and other moving expenses, during your visit to Manitoba on the business of the Commission.

I have, &c.,

G. POWELL, *Acting Under Secretary of State.*

NICHOLAS FLOOD DAVIN, Esq., Toronto.

BROCKVILLE, 28th August, 1882.

SIR,—I have the honor to enclose herewith a duplicate copy of the statement of amount due me under the Order in Council referred to in your letter of the 11th inst., as one of the Commissioners appointed to enquire into matters connected with the Canadian Pacific Railway, showing a balance now due me of $6,578.

The original statement furnished by me, was forwarded to the Chairman of the Commission for his certification, and I am informed by him that it was added and sent in on the 19th inst.

I have the honor to be, Sir, your obedient servant,

SAMUEL KEEFER.

Hon. Secretary of State.

BROCKVILLE, 18th August, 1882.

Statement of amount payable under Order in Council to Samuel Keefer, one of the Commissioners appointed 16th June, 1880, to enquire into matters connected with the Canadian Pacific Railway.

For services from commencement of work, 3rd July, 1880, till end of same 18th April, 1882, 21½ months at $300 per month	$6,450 00
For travelling expenses (exclusive of railway fares and moving expenses) while engaged, away from home, on the work of the Commission, 477 days at $3.50	1669 50
For additional allowance for the portion of his time spent on visit to Manitoba, 63 days at $2.50	157 50
The railway fares and moving expenses while engaged on the work of the Commission	420 00
	$8,678 00
Received on account by cheques against the amounts placed at disposal of the Commission	2,100 00
Balance due	$6,578 00

SAMUEL KEEFER.

RESOLUTION

(27h)

Of the HOUSE OF COMMONS, dated 20th February, 1882:—A Map showing the Canadian Pacific Railway, as located for construction between Callander and Algoma Mills, 191 miles.

[*In accordance with the recommendation of the Joint Committee on Printing, the above Resolution is not printed.*]

CONTRACTS

(270)

For the Canadian Pacific Railway, in terms of Section 10 of the Act 44 Victoria, Chapter 14.

CONTRACT NO. 91.

Between Horton & Son and Her Majesty the Queen, etc., etc.,—for the supply of 42 tons of iron bolts and nuts for the Canadian Pacific Railway.

Articles of Agreement entered into this Fourth Day of September, in the year One Thousand Eight Hundred and Eighty-two, in triplicate, between Horton & Son, Bolt and Spike Manufacturers, of Darlaston and London, England, and Her Majesty Queen Victoria, represented herein by the Honourable Sir Charles Tupper, K.C.M.G., the Minister of Railways and Canals of Canada (hereinafter called the Minister), of the second part.

Witnesseth, that Horton & Son, for and in consideration of the conditions and agreements hereinafter mentioned, do agree to and with Her Majesty, her successors and assigns, to manufacture, supply and deliver to the satisfaction of the Minister, in full and perfect accordance with the terms, and agreeably to the true intent and meaning of the undermentioned specification, seventy tons of iron bolts and nuts, the bolts to be made ¾ inch in diameter, 8½ inches long, with cup heads and square necks, the nuts are to be square. The iron is to be of tough fibrous quality, equal to "Best" "Best" Staffordshire, and shall be subject to the approval of the Inspecting Engineer. The workmanship and finish must be of the best description, great care being taken that the internal faces of the heads and nuts are exactly square with the axis of the bolt. The bolt heads and necks must be solid. The threads of screws to be Whitworth's standard, ten to the inch, cleanly cut to fit tightly into the nuts, and made so as to hold throughout their entire length. The bolts and nuts are to be heated and dipped in boiled linseed oil to prevent rusting, and packed in strong iron bound cases, each case to contain not over two hundred-weight. Also 200 tons iron spikes, ⅝ inches by 6 inches long, Barbhead. The iron is to be of a tough fibrous quality, equal to "Best" "Best" Staffordshire, and shall be subject to the approval of the Inspecting Engineer. The workmanship and finish must be of the best description. The spikes to be heated and dipped in boiled linseed oil to prevent rusting, and packed in strong iron bound cases, each case to contain not over two hundred-weight. Samples of the said bolts and nuts and spikes to be submitted to and approved by the Inspecting Engineer before the work is commenced, and the whole must be subject to close inspection at all times. The delivery of the same to be made by Horton & Son free on board export ship at London, with an allowance, as hereinafter mentioned, should delivery be taken at Cardiff or Newport, as follows: Thirty tons of iron bolts and nuts by the 15th of October, 1882; forty tons of iron bolts and nuts by the 15th of December, 1882; forty tons of iron spikes by the 15th of October, 1882; forty tons of iron spikes by the 15th of November, 1882; forty tons of iron spikes by the 15th of December, 1882; forty tons of iron spikes by the 15th of January, 1883; forty tons of iron spikes by the 15th of February, 1883.

In consideration whereof Her Majesty's representative as aforesaid doth hereby agree to pay to Horton & Son, or their lawful representative, the sum of twelve pounds net for each ton of the said bolts and nuts, and spikes hereinbefore mentioned, less a reduction of two shillings and sixpence per ton for any portion that may be shipped at Cardiff or Newport, such weight respectively of the said seventy tons of bolts and nuts, and of the said two hundred tons iron spikes, being two thousand two hundred and forty pounds per ton—the whole being payable as follows, that is to say: The price for each shipment to be paid to Horton & Son on account of same through the banking house of Messrs. Morton, Ross & Company in

the City of London, England, upon production of Horton & Son's invoices, and of the bills of lading of such shipment and of the certificates of inspection by the inspector appointed by the Minister for such purposes. And it is hereby further agreed that the inspector to be appointed in England by the Minister for such purposes shall have full power to reject any of the bolts and nuts, and spikes which, in his opinion, are not fully and in all respects conformable to and in accordance with the above mentioned specification and this agreement. And it is further agreed that if from strikes or extraordinary occurrences beyond their control, Horton & Son shall be unable to complete the said deliveries, or either of them, within the times respectively specified, a further period not exceeding three months shall be allowed for such incomplete delivery, and thereafter only such further time as the Minister may by writing allow for such purpose.

In witness whereof, the said Horton & Son have hereunto set their hand and seal and the Minister hath hereunto set his hand and affixed his seal, and the Secretary of the Department of Railways and Canals of Canada hath countersigned the same.

Signed, sealed and delivered by Horton & Son, in the presence of, Signed H. B. B. BUTLER, 8 Clements Lane, E.C.	HORTON & SON,	[L.S.]
Signed, sealed and delivered by the Minister of Railways and Canals of Canada, in the presence of, Signed H. A. FISSIAULT, Ottawa.	CHARLES TUPPER, *Minister of Railways and Canals.*	
Countersigned by Secretary of Department of Railways and Canals of Canada.	A. P. BRADLEY, *Secretary.*	[L.S.]

CONTRACT No. 95.

Between Bayliss, Jones & Bayliss and Her Majesty the Queen, &c.—to supply Bolts, Nuts and Spikes for the Canadian Pacific Railway.

Articles of Agreement entered into this Fifth Day of September, in the year One Thousand Eight Hundred and Eighty-two, in triplicate, between Bayliss, Jones & Bayliss, Bolt and Spike Manufacturers of Wolverhampton and London, England, and Her Majesty Queen Victoria, represented herein by the Honorable Sir Charles Tupper, K.C.M.G., the Minister of Railways and Canals of Canada (hereinafter called the Minister) of the second part.

Witnesseth, that Bayliss, Jones & Bayliss, for and in consideration of the conditions and agreements hereinafter mentioned, do agree to and with Her Majesty, her successors and assigns, to manufacture, supply and deliver to the satisfaction of the Minister in full and perfect accordance with the terms, and agreeably to the true intent and meaning of the undermentioned specification, *forty tons of Iron Bolts and Nuts*, the bolts to be made ¾ inch in diameter, 8¾ inches long, with cup heads and square necks, the nuts are to be square, the iron is to be of tough, fibrous quality equal to "Best" "Best" Staffordshire, and shall be subject to the approval of the Inspecting Engineer; the workmanship and finish must be of the best description, great care being taken that the internal faces of the head and nut are exactly square with the axis of the bolt; the bolt heads and necks must be solid; the threads of screws to be Whitworth's standard, ten to the inch, cleanly cut, to fit tightly into the nuts, and made so as to hold throughout their entire length; the bolts and nuts are to be heated and dipped in boiled linseed oil to prevent rusting, and packed in strong, iron-bound cases, each case to contain not over two hundred weight. Also *three hundred and ten tons Iron Spikes*, ¾ inch by six inches, long Brobhead, the iron is to be of a tough, fibrous quality, equal to "Best" "Best" Staffordshire, and shall

be subject to the approval of the Inspecting Engineer. The workmanship and finish must be of the best description, the spikes to be headed and dipped in boiled linseed oil to prevent rusting, and packed in strong, iron-bound cases, each case to contain not over two hundred weight. Samples of the said bolts and nuts and spikes to be submitted to and approved by the Inspecting Engineer before the work is commenced, and the whole must be subject to close inspection at all times.

The delivery of the spikes to be made by Bayliss, Jones and Bayliss free on board export ship at Liverpool with an allowance as hereinafter mentioned, should delivery be taken at Cardiff or Newport as follows:—Forty tons of iron bolts and nuts by the fifteenth of October, one thousand eight hundred and eighty-two, one hundred and ten tons of iron spikes by fifteenth of October, one thousand eight hundred and eighty-two; fifty tons of iron spikes by the fifteenth of November, one thousand eight hundred and eighty-two; fifty tons of iron spikes by the fifteenth of December, one thousand eight hundred and eighty-two; fifty tons iron spikes by the fifteenth of January, one thousand eight hundred and eighty-three; fifty tons of iron spikes by the fifteenth of February, one thousand eight hundred and eighty-three.

In consideration whereof Her Majesty's representatives as aforesaid doth hereby agree to pay to Bayliss, Jones & Bayliss, or their lawful representatives, the sum of twelve pounds ten shillings, less two and a half per cent discount for each ton of the said bolts and nuts and spikes hereinbefore mentioned, less also a reduction of two shillings and sixpence per ton for any portion that may be shipped at Cardiff or Newport, such weight respectively of the said forty tons of bolts and nuts, and of the said three hundred and ten tons iron spikes, being two thousand two hundred and forty pounds per ton, the whole being payable as follows, that is to say:—The price for each shipment to be paid to Bayliss, Jones & Bayliss on account of same through the banking house of Messrs. Morton, Rose & Co., in the City of London, England, or the financial or other duly authorized agent of Canada in England, upon production of Bayliss, Jones & Bayliss invoices, and of the bills of lading of such shipments, and of the certificate of inspection by the Inspector appointed by the Minister for such purpose.

And it is hereby further agreed that the Inspector to be appointed in England, by the Minister for such purpose, shall have full power to reject any of the bolts and nuts and spikes, which, in his opinion, are not fully and in all respects conformable to and in accordance with the before-mentioned specification and this agreement.

And it is further agreed that if from strikes or extraordinary occurrences beyond their control, Bayliss, Jones & Bayliss shall be unable to complete the said deliveries or either of them within the times respectively specified, a further period not exceeding three months shall be allowed for such incomplete delivery, and thereafter only such further time as the Minister may, by writing, allow for such purpose.

In witness whereof the said Bayliss, Jones & Bayliss have hereunto set their hand and seal, and the Minister hath hereunto set his hand and affixed his seal, and the Secretary of the Department of Railways and Canals of Canada hath countersigned the same.

Signed, sealed and delivered by Bayliss, Jones & Bayliss, in the presence of, FRANCIS AUGUSTUS BRIGGS, 8 Crooked Lane, London.	BAYLISS, JONES & BAYLISS. (L.S.)
Signed, sealed and delivered by the Minister of Railways and Canals of Canada, in the presence of, H. A. FISSIAULT, Ottawa.	CHARLES TUPPER, (L.S.), *Minister of Railways & Canals.*
Countersigned by Secretary of Department of Railways and Canals of Canada. A. P. BRADLEY, (L.S.), *Secretary.*	

CONTRACT No. 60.

Between Cugat and Company and Her Majesty the Queen, etc., etc.—for the supply of Steel Rails and Steel Fish-Plates for the Canadian Pacific Railway.

ARTICLES OF AGREEMENT entered into this Nineteenth Day of August, in the year One Thousand Eight Hundred and Eighty-two, and made in triplicate, between George Thomas Clark, of Dowlais, Wales, sole Trustee under the will of the late Sir John Cugat, Baronet, and now carrying on business as manufacturer at Dowlais Steel and Iron Works, under the name or firm of Cugat and Company (hereinafter called the Company) and Her Majesty Queen Victoria, represented herein by the Honorable Sir Charles Tupper, K.C.M.G., the Minister of Railways and Canals, (hereinafter called the Minister) of the second part:

Witnesseth that the Company, for and in consideration of the conditions and agreements hereinafter mentioned, doth hereby agree to and with Her Majesty, her successors and assigns, to manufacture, supply and deliver to the satisfaction of the Minister, in full and perfect accordance with the terms, and agreeably to the true intent and meaning of the specification hereunto annexed marked "A" (which is hereby declared and agreed to be part and parcel of this agreement, and to be taken and read as incorporated herewith, and which is hereinafter called the specification), Eight thousand eight hundred tons of steel rails and four hundred and ninety tons of steel fish-plates of the standard of the Canadian Pacific Railway. The said delivery of the same to be made by the Company free on board, at their wharf, at Cardiff, as follows: Two thousand tons of rails, and one hundred and twenty tons of fish-plates, by the first of November, one thousand eight hundred and eighty-two; two thousand tons of rails and one hundred and twenty tons of fish-plates, by the first of December, one thousand eight hundred and eighty-two; two thousand tons of rails and one hundred and twenty tons of fish-plates by the first of January, one thousand eight hundred and eighty-three; two thousand eight hundred tons of rails and one hundred and thirty tons of fish-plates, by the first of February, one thousand eight hundred and eighty-three.

In consideration whereof Her Majesty's representative, as aforesaid, doth hereby agree to pay to the company or their lawful representatives the sum of five pounds one shilling and six pence for each ton of the said rails hereinbefore mentioned, and the sum of five pounds, one shilling and six pence for each ton of the said fish-plates hereinbefore mentioned, such weight respectively of the said eight thousand eight hundred tons of rails and of the said four hundred and ninety tons of fish-plates, being two thousand two hundred and forty pounds per ton, the whole being payable as follows, that is to say:—The price of each shipment to be paid to the Company, on account of the same, through the banking house of Messrs. Morton, Rose & Company, in the City of London, England, or the financial or other duly authorised agent of Canada, in England, upon production of the Company's invoices and of the bills of lading of such shipment, and of the certificates of inspection by the inspector appointed by the Minister for such purpose.

And it is hereby further agreed that the inspector to be appointed in England by the Minister for such purpose shall have full power to reject any of the rails or fish-plates which, in his opinion, are not fully and in all respects conformable to and in accordance with the specification and this agreement.

And it is further agreed that if from strikes or extraordinary occurrences beyond their control, the Company shall be unable to complete the said deliveries, or either of them, within the times respectively specified, a further period not exceeding three months shall be allowed for such incomplete delivery, and thereafter only such further time as the Minister may, by writing, allow for such purpose.

In witness whereof the said George Thomas Clark, acting on behalf of the Company, hath hereunto set his hand and seal, and the Minister hath hereunto set

his hand and affixed his seal, and the Secretary of the Department of Railways and Canals of Canada hath countersigned the same.

Signed, sealed and delivered by George Thomas Clark, on behalf of the Company, in the presence of,

EDWARD F. T. HILLESIG,
12 King's Arms Yard, Moorgate St., E.C.

GEORGE T. CLARK (L.S.)

Signed, sealed and delivered by the Minister of Railways and Canals, in the presence of,

H. A. FISTAULT,
Ottawa.

CHARLES TUPPER, (L.S.),
Minister of Railways and Canals.

Countersigned by Alexander Pinsley Bradley, Secretary of Department of Railways and Canals of Canada,

A. P. BRADLEY, (L.S.),
Secretary.

SPECIFICATION FOR STEEL RAILS, 56 LBS. PER YARD AND FASTENINGS.

Rails.

1. The rails are to be accurately rolled, uniform throughout, and true to template.

2. The steel used for rolling the rails must be of the best quality, such as to secure the best rail manufactured, and best suited for the Canadian climate. The ends are to be cut straight, and perpendicular to the axis of the rail. The head must be perfectly smooth without any defects; the flanges are to be clean, and without chipping. No attempt to improve defective places in the rails after rolling, is to be allowed, either by hammering or re-heating; likewise no re-heating shall be allowed for cutting the rails.

The straightening of the rails is to be made when cold by pressure.

Each rail to be distinctly marked on the web with the initials C.P.R. steel, the name of maker and year of manufacture.

3. The weight of the rail must be as nearly as possible 56 lbs. per yard, and every means must be taken to secure this weight. When rolling is commenced, and at other times during the process of manufacture, ten rails, perfectly true to section, will be weighed, and if found not corresponding with the required weight, such slight changes in section as necessary to bring the weight to 56 lbs. per yard must be made. No rail varying more than one per cent. above or below the normal weight of 56 lbs. per yard will be accepted, and no payment for overweight will be made.

4. The general length of rails will be 30 feet, but a quantity not exceeding 10 per cent. will be received in shorter lengths (28, 26 and 24 feet), but none under 24 feet.

The short rails are not to be rolled purposely, but are to be cut out of such long rails as may have faulty ends. The length of the rails are to be as stated above, and no deviation from the exact length to be allowed beyond 3-16ths of an inch, either above or below; or a possible extreme variation of 3-8ths of an inch between two rails, the one being all the allowance too long, the other all the allowance too short.

5. The rails will be drilled for fishing with two holes at each end of the exact dimensions, and in positions shown on drawing, viz., 2½ and 7½ inches from end of rail, and elongated 1 by ¾ inches. Two notches will be slotted at each end of the rail, ⅞ inches long and ¼ inches deep, with corners well rounded, and in the positions as shown on drawing.

6. The rails will be inspected during the whole course of manufacture by an Engineer or Agent appointed by the Inspector, who shall have liberty to be present in the Works at all hours, and who will be empowered to reject all rails which, in their opinion, do not come up to the required standard.

Besides accurate external examination, the rails will be subject to the following tests.

One rail out of each 100 tons (or one or more rails taken at random out of each day's make) if so required will be chosen and tested as follows:—

a. A portion of the rail placed on supports, 3 feet 6 inches apart, must stand without fracture a blow from a ball one ton in weight, falling from a height of 18 feet.

b. Another portion of the rail, similarly supported, shall be submitted to successive blows from a ball weighing 3 cwt., from heights of 3 feet, 4 feet and 5 feet, and the respective deflections are not to exceed ¼ inch, ½ inch, and ¾ inch.

If the first rail taken out of the lot of the 100 tons does not stand the above tests, the lot is to be divided by halves, and one rail of each half (50 tons) tested. If these tests are unsuccessful, the whole lot is to be rejected.

The falling weight test shall be continued until fracture results, and the facts duly recorded and reported.

All the expense of testing is to be borne by the makers. The test to be recorded in a statement signed by the Receiving Inspector, and by the Manufacturer's Agent present at the tests. The rejected rails are to be put away especially marked as rejected. The accepted rails are to be weighed, and each stamped.

Fishplates.

1. The fishplates are to be of a similar quality of tough mild steel as the rails, and subject to such tests as may be required.

2. A template will be furnished, to which two sample plates shall be made, and, when approved by the Engineer, they shall be the standard of finish and weight.

3. They are to be 20 inches long, square at ends, perfectly straight and smooth on every surface, and of uniform section throughout.

4. Each fishplate must be punched hot with four holes as shown on drawing. These holes must be clean and true, and exactly in the centre of the width, free from burrs on either side, and perfectly accurate in size and position.

5. Every means must be taken to make the fishplates uniformly true to template, and exactly according to drawing, so as to fit the rails perfectly and interchangeably.

6. The fishplates to be dipped to prevent rusting, and then properly secured in bundles of ten, in the usual manner, for shipment.

THOMAS REYNOLDS, *Inspecting Engineer.*

3 Clements Lane, London, E. C.

CONTRACT No. 97.

Articles of Agreement entered into between John McDonald, and Her Majesty the Queen, represented by the Minister of Railways and Canals, of the Dominion of Canada,—to construct six combined Passenger and Freight buildings on 42nd Contract, Canadian Pacific Railway.

"A"

This is exhibit "A" referred to in the contract entered into this 14th day of November, A.D., 1882, hereto annexed and made between John McDonald and Her Majesty Queen Victoria.

Signed, "John McDonald."

SPECIFICATION OF CARPENTER WORK AND PARTS OF BUILDING.

1. The materials required for the framing and finishing of the walls, partitions, roof, &c., to be of the best quality of their several kinds. The timber for the carpenter work may be spruce, that for the joiner work and sheathing to be of white pine. The timber to be cut die square, perfectly sound, free from shakes, large or loose knots, and all other defects.

2. The general dimensions, height of rooms and internal arrangements are shown on the drawings.

3. The buildings and platforms will be erected on cedar or tamarac mud sills, firmly bedded. The ground over the several sites will be excavated and levelled where necessary for this purpose.

4. The frame work consists of a sill and wall plate 6in. x 4in. half checked at joinings and corners and spiked. Upright posts 6in. x 6in. to be set at each corner of building, on each side of door and window opening and under brackets. Intermediate posts 6in. x 4in. to be placed at distances not exceeding 4ft. The girts, 4in. x 2in., to be placed about 2ft. 6in. apart, gained into posts and properly nailed. Outer walls to have studding necessary for lathing purposes. All to be properly trimmed for doors and windows.

5. The outer walls of the building to be covered with 4in. rough square edged merchantable pine lumber, in widths of 9 inches, of sufficient length to reach from the lower side of sill to under side of roof boarding, and nailed properly with 4in. cut nails.

6. All of the boards are nailed on, the joints are to be covered with best 3in. x 4in. battens of pine, cut in one length same as boards, and nailed with 2½in. cut nails.

7. The roof to be constructed as shown, the rafters to be of 6 x 2 placed at 2ft. 6in. centres and connected by a collar beam 6 x 2. The rafters to project 6ft. from the walls of the building.

8. The projecting portions of roof to be supported by strong pine brackets, made from 6in. x 6in. scantling, having moulded ends, and to be strongly bolted to posts of building, with two ¾ inch bolts.

9. The rafters to be covered with 1 inch pine or spruce, matched boards, not more than 6 inches wide, the joints broken where practicable, and properly nailed with 3in. cut nails, three nails to each board on each bearing.

10. The roof boards to be covered with the best pine or cedar shingles laid in mortar, and not more than 4 inches to the weather, well nailed to boards about six inches above the butt.

11. The roof to be finished with ornamental boards 6 inches broad, and a ridge roll 2½ inches diameter.

12. The underside of projections of roof shall be covered with 1 inch well seasoned pine boards, planed, grooved and tongued, and not more than 4 inches wide. The ends of the rafters and roof boarding to be finished off with box cornice and facia boarding, to detail, as shown on drawing. The dormer windows to be framed into roof of building as shown in drawing, and boarded and shingled as provided for roof. The valleys and laps to be covered with 20 ounces galvanized iron, 18 inches wide and 4 inches lap, properly laid and secured.

13. The floor joists to be 12in. x 3in. planks, 18 inches from centres, bridged with two rows of 1in. x 3in. crossed bridging. The joists in offices and waiting rooms to be covered with a double floor. First with 1-inch boards nailed with 3-inch cut spikes, then with 1½-inch planed, grooved and tongued flooring nailed to the floor below with 4-inch cut spikes. The joists in the offices and waiting rooms to be counter-floored. Fillets 1in. x 1½in. well nailed, covered with rough boarding, and to have a good coat of lime mortar. Floor in second storey to be 1½in. planed, grooved and tongued and properly nailed.

14. The partition wall between freight room and offices to be of 2in. x 6in. studding. The other partitions will be set throughout as shown by the plans, studs 2in. x 4in. set 16 inches from centres. Studs for door jams and projecting angles to be 4in. x 4in. or set double.

16. Fix grounds around the window and door openings, and for top of base and skirting to finish flush with the plastering, and finish all angles with square head.

17. The windows to have double frames, pulley stiles 1½ inches thick, sashes 1½ inches thick, 12-lighted and moulded, single hung, furnished with pulleys, cords and weights, and with all necessary fastenings, to have outside and inside hinges, and wickets placed where shown on plan. The glass for windows and transoms to be of Ulica, Chance's Smithwick. (All glass to be 16" x 18".)

17. The outside doors of waiting rooms to be as shown on drawing, framed of 2 inch pine plank with panels and mouldings, provided with strong hinges, latches and approved locks. The inside doors of both storeys to be 1½ inches thick, framed with panels and mouldings, and provided with all necessary hinges and locks. The doors of second storey, where indicated on drawing, to be glazed in upper half. The freight room doors to be made from 2-inch seasoned pine, and filled in with two thicknesses of grooved and tongued stuff placed diagonally and well fastened. To slide on rollers from centre to each side in a frame built inside, and to be provided with rollers, fastenings and locks.

18. The walls of the waiting rooms, office, baggage room and closets and kitchen in second storey to be sheathed to the height of five feet with pine sheathing, planed, matched and beaded, put on vertical, and finished with a neat cap. The walls under the sheathing to receive a coat of plaster.

19. The ceilings, walls and partitions of the office, waiting rooms, baggage room, stairway passage and rooms to second storey, and closets, to be lathed, breaking joint, with good sound laths, and the whole to be covered with three coats of plaster, the first coat to have sufficient hair mixed with it to ensure perfect adhesion. The mortar to be composed of fresh burned lime and clean coarse sand to approval.

20. The inside of the freight room to be lined with 1 in. pine boards 8 in. wide, from the floor upwards to a height of 8ft. 6in. The whole to be well nailed with 3in. cut nails to posts and girts. The floor to be of good sound 3in. plank, well nailed to joists with 6in. cut spikes.

22. Strong platforms will be framed, from 3in. plank, as may be directed, to carry chimneys which will be built of best quality of brick, finished at top as shown on drawings. To be flashed and step flashed at roof with 20 oz. galvanized iron. The platforms carrying chimneys to be properly cased and fitted with doors having suitable fastenings.

23. The whole of the internal and external woodwork, except the shingles, to be properly primed, knotted and stopped, and will be painted with three coats of best anti-corrosive paint and linseed oil, of an approved light stone colour. The shingles to be painted two coats anti-corrosive paint and linseed oil and finished off an approved slate colour.

24. The platforms to be of the dimensions shown on the plan, supported on dressed cedar or tamarac sills and joists as shown, the whole to be planked crosswise with good sound 3in. plank, the edge next the track to be level with the surface of the rail, and the platform to incline upwards four inches, to the level of the floor of waiting room. In front of freight room a freight platform 8ft. wide and 8ft. 6in. above top of rail to be built as shown.

25. This specification, together with the plan exhibited, are to be taken as giving a general idea of the work required, and any omissions in either are not to be considered as invalidating the contract, and parties tendering must embrace everything in their tender, whether mentioned or not, as they will be required to complete the work according to the true intent and meaning of this specification and plan for the contract rate.

26. The Contractor shall, at his own expense, from time to time, insure against loss by fire, and make the policies over to the Minister of Railways and Canals, for the amount of moneys advanced on the work.

27. The Contractor finding all material and labor, shall complete the buildings for the contract price. He shall commence operations immediately after the contract has been executed, and make such progress as shall secure their completion, ready for occupation, by the time mentioned in the Form of tender.

28. No tender will be entertained unless an accepted bank cheque for five hundred dollars accompanies the tender, which shall be returned if the party tendering declines or fails to enter into contract for the works, when called upon to do so, if the sum stated in the offer submitted. In the event of a tender not being accepted, the cheque will be returned.

29. For the due fulfilment of this contract satisfactory security will be required, by deposit of money, public or municipal securities, or bank stock, to the amount of about five per cent on the total sum of the contract, of which the sum sent in with the tender will be considered a part.

30. The Contractor shall execute a contract embodying this specification and other clauses usual in such agreements.

31. Payments will be made as the work progresses, on certificate of the Engineer, with 10 per cent. deduction, until the contract has been duly fulfilled.

32. The Government does not bind itself to accept the lowest, or any tender.

CHARLES SCHWITZER, Engineer-in-Chief.

CANADIAN PACIFIC RAILWAY OFFICE, OTTAWA, 20th April, 1881.

A water closet building, 10ft. x 10ft. on floor, with 8ft. walls and pitched roof, to be erected adjacent to station building where directed by the Engineer. The building to be framed, boarded, and shingled and painted outside similar to station building. Large sized ventilator to be fitted into roof. A glazed sash, 2ft. 6in. x 2ft., to be fitted in each gable. The building to be divided by a passage and fitted on one side with three water closets and on the other with four urinals. The partition will be 7 feet high, of grooved and tongued boarding, finished with moulded cap. The closets to have doors furnished with suitable hinges and fastenings. Each closet to have proper flaps and seats. The urinals to be divided by boardings and furnished with troughs. Suitable cess-pit to be excavated and lined with 2 inch plank.

In tenders a separate price to be given for this building.

"B."

FRAMES FOR STATION-HOUSES, CANADIAN PACIFIC RAILWAY.

The undersigned is prepared to complete the erection of six combined passenger and freight houses on the line of the Canadian Pacific Railway, at the following points, viz.:—Rossland, Cornwall, Summit, Gilbert, Vermilion and Eagle River, for the sum of three thousand eight hundred and seventy dollars each, and eighty dollars each for the out-houses, making in all, the sum of twenty-three thousand seven hundred dollars, and to complete the same agreeable to plans and specification, on or before the first day of October, A.D., 1883.

Enclosed please find certified cheque for $1,180.

This is exhibit "B" referred to in contract entered into this 14th day of November, A.D., 1882, herein annexed, and made between John McDonald and Her Majesty Queen Victoria.

JOHN McDONALD.

To J. E. W. Cauder, Esq., District Engineer, Rat Portage.

ARTICLES OF AGREEMENT entered into on the fourteenth day of November in the year of Our Lord one thousand eight hundred and eighty-two, and made in duplicate between John McDonald, of the Village of Prince Arthur's Landing, in the District of Thunder Bay, contractor, of the first part; and Her Majesty Queen Victoria, represented herein by the Minister of Railways and Canals of the Dominion of Canada, of the second part; Witness, that the party of the first part hereby binds and obliges himself to and in favor of Her said Majesty, Her Heirs and Successors, for and in consideration of the covenants, conditions and agreements hereinafter mentioned, to find all necessary timber, lumber, labor, tools, implements and materials whatsoever, and

constructed, completed and finished, in every respect, to the satisfaction of the said Minister, in a good, substantial and workmanlike manner, agreeably to the true intent and meaning of the specification hereunto annexed, and duly signed "as varying" by the parties hereto, and in accordance with the plans, also so duly signed, remaining on record in the Department of Railways and Canals, where references thereto may be had.

Six combined passenger and freight buildings at the stations mentioned in the said herein recited, namely: Rossland, Cayuga, Summit, Gilbert, Coquitlam and Eagle River, all of which are on Section "H," on the line of the Canadian Pacific Railway, between Fraser Arthur's Landing and Winnipeg. The whole to be completed and finished, and to be in every respect ready for use on or before the first day of October, one thousand eight hundred and eighty-three.

In consideration whereof, Her Majesty Queen Victoria, represented by the said Minister as aforesaid, doth hereby promise and agree to pay to the party of the first part, or to the heirs, assigns, or lawful representatives of the party of the first part (according to the provisions of the Act 31 Victoria, chapter twelve), that is to say:—

For each of the said six passenger and freight buildings, three thousand eight hundred and twenty dollars, and for each stop-cock the sum of eighty dollars, the whole being a lump sum of twenty-three thousand seven hundred dollars.

And the said party of the first part, and Her said Majesty, represented as aforesaid, do hereby declare, covenant and agree that the said contract and undertaking shall be and is further made and entered into by the said party of the first part and Her said Majesty, represented as aforesaid, under the express agreements, stipulations, covenants and conditions following, that is to say:—The party of the first part will be held responsible for the correct and proper setting out of the work previous to the commencement of the same, and will have to make good any errors at his own cost and charges.

Firstly.—That payments of the price hereinbefore mentioned, shall be made to the party of the first part after an estimate of the Officer in charge shall have been received by the Minister, specifying the amount of work done to the satisfaction of the said Minister, or his successors in office, or person in charge of the works, during the month then ended; but that, nevertheless, it shall be lawful for Her Majesty to withhold from the party of the first part and retain 10 per cent. out of the amount of the several estimates until the perfect completion of the work, and the acceptance of the same by the Minister, which 10 per cent., so withheld and retained, shall be paid with the last instalment, after the Officer in charge shall have delivered to the Minister his final estimate of the work performed, and the materials furnished, in virtue of these presents, and his certificate of the work having been fully completed and finished, if the Minister shall so soon have accepted and approved of the work; and that in forming his final estimate, the Officer shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate.

Secondly.—That if, by the report of the Superintendent employed by the Minister in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to insure the completion of the same within the time herein prescribed, or if the party of the first part shall persist in any course, violating the provisions of this contract, Her said Majesty shall have the power, at Her direction, by the Minister aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the party of the first part, and to relet the same to any other contractor or contractors, without its being previously advertised, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the party of the first part; and the party of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall in either of such cases

likewise forfeit all moneys then due under the [illegible] and stipulations or any other of them herein contained.

Fourthly.—That in case of failure in [illegible] the party of the first part shall thereby forfeit all right and claim to the said [illegible] completing it, as well as to any moneys [illegible] due in this contract.

Fifthly.—That all materials for the said work shall be inspected and approved [illegible] before being used and any materials disapproved [illegible] shall not be used in the work and if not removed by the party of the first part when directed by the person in charge, then the rejected materials shall be removed by the person in charge to such place as he may deem proper, at the cost and charges and at the risk of the party of the first part; but it is [illegible] that the inspection and approval of materials shall in [illegible] the materials or any portion thereof [illegible] employed or used in the said work [illegible] the rejection [illegible] the materials [illegible] to be used in the work [illegible] of the materials used.

Sixthly.—That it shall be in the power of Her Majesty to make [illegible] of materials of any description [illegible] the same [illegible] shall be made to the party of the first part [illegible]

[illegible]

Seventhly.—That [illegible] of the work [illegible] shall immediately upon the [illegible] such person or persons [illegible]

[illegible]

A competent foreman [illegible] to make the orders, but should the person so [illegible] conduct himself improperly, he shall be [illegible] such foreman in the absence of the party [illegible] as his lawful representative, and shall [illegible]

[illegible]

[illegible]

[illegible]

first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work, on behalf of the said Minister, from the above named period for completion, until the same shall actually be completed and received.

Twelfthly.—That should the amount now voted for this service by the Legislature, be at any time expended previous to the completion of the work now contracted for, the said party of the first part may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work; but in any case, the party of the first part shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the said party of the first part have any claim for compensation or damages for the said suspension of payment.

Thirteenthly.—In this agreement the words "the party of the first part" shall include and comprehend (where the context admits of it) the heirs, executors and administrators of him, the party of the first part.

Fourteenthly.—The Specification marked "A," and the Tender marked "B," and the Plan marked "C," hereunto annexed, together with the plans or drawings of the said works so to be executed as aforesaid, and herein or therein referred to, shall respectively be deemed taken and read as parts and parcels of this Agreement, and shall be considered as if the same respectively were actually embodied herein.

In witness whereof, the party of the first part, and the said Minister representing Her Majesty as aforesaid, have hereunto signed their names and set their seals, and the Secretary hath also countersigned these presents.

JOHN McDONALD. [L.S.]

Signed and sealed by the said party of the first part, in presence of,
JNO. M. MUNRO,
Solicitor, &c.,
Prince Arthur's Landing, Ont.

CHARLES TUPPER, [L.S.]
Minister of Railways and Canals.

Signed and sealed by the said Minister, and countersigned by the Secretary, in presence of
H. A. FISSIAULT.

A. P. BRADLEY, *Secretary.* [L.S.]

CONTRACT No. 98.

Between Colin Nichol Black and the Minister of Railways and Canals, &c., &c., for the supply of 30,000 tamarac ties 8'—0 x 7" x 6" at 25 cts. each, for the Canadian Pacific Railway.

FORT WILLIAM, 19th January, 1883.

THIS AGREEMENT made in duplicate the nineteenth day of January, in the year of Our Lord, One thousand eight hundred and eighty-three, by and between Colin Nicol Black, of the town plot of Fort William, in the District of Thunder Bay, Province of Ontario, merchant, of the first part; and the Minister of Railways and Canals, by his agent, John St. Vincent Caddy, of the place, district and province aforesaid, engineer, of the second part;

Witnesseth: That in consideration of the conditions hereinafter mentioned, the party of the first part does for himself, his heirs, executors and assigns, covenant, promise and agree to and with the party of the second part, to make, deliver and pile, or caused to be made, delivered and piled on the line of the Canadian Pacific Railway at convenient points for loading on the cars, thirty thousand ties (30,000) of the following dimensions and description, viz.:—The ties shall be made of live tamarac, eight feet long, seven inch faces and six inches thick; they shall be sound, well made, hewed out of wind, with parallel faces, and the ends shall be sawed off square or neatly chopped to a level from both faces to the centre; they shall be piled in single

piles four feet from the rail, and the whole number of thirty thousand ties shall be made, delivered and piled as aforesaid not later than the first day of June now next ensuing;

And the party of the first part shall furnish, at his own cost, all the material and labor required for making, delivering and piling the said ties in the manner aforesaid;

In consideration whereof, the party of the second part covenants, promises and agrees to and with the party of the second part, that he will pay or cause to be paid for each tie made, delivered and piled in accordance with the above-mentioned dimensions and description, twenty-five cents, or for the whole, thirty thousand ties, the sum of seven thousand five hundred dollars. And the party of the second part further agrees with the party of the first part to pay each month an amount equal to 90 per cent. of the value of the ties delivered and piled as aforesaid, the remaining 10 per cent. to be retained until the whole number of ties shall be delivered and piled as aforesaid; but in the event of the party of the first part failing to deliver and pile the said number of ties within the time above specified, then the 10 per cent. retained shall be forfeited, and the party of the second part shall be at liberty to employ some other persons to complete the contract.

In witness whereof we have hereunto set our hands and affixed our seals the day and date first above written.

C. N. BLACK. [L.S.]
Witness: L. H. ALLISON. J. ST. V. CADDY. [L.S.]

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